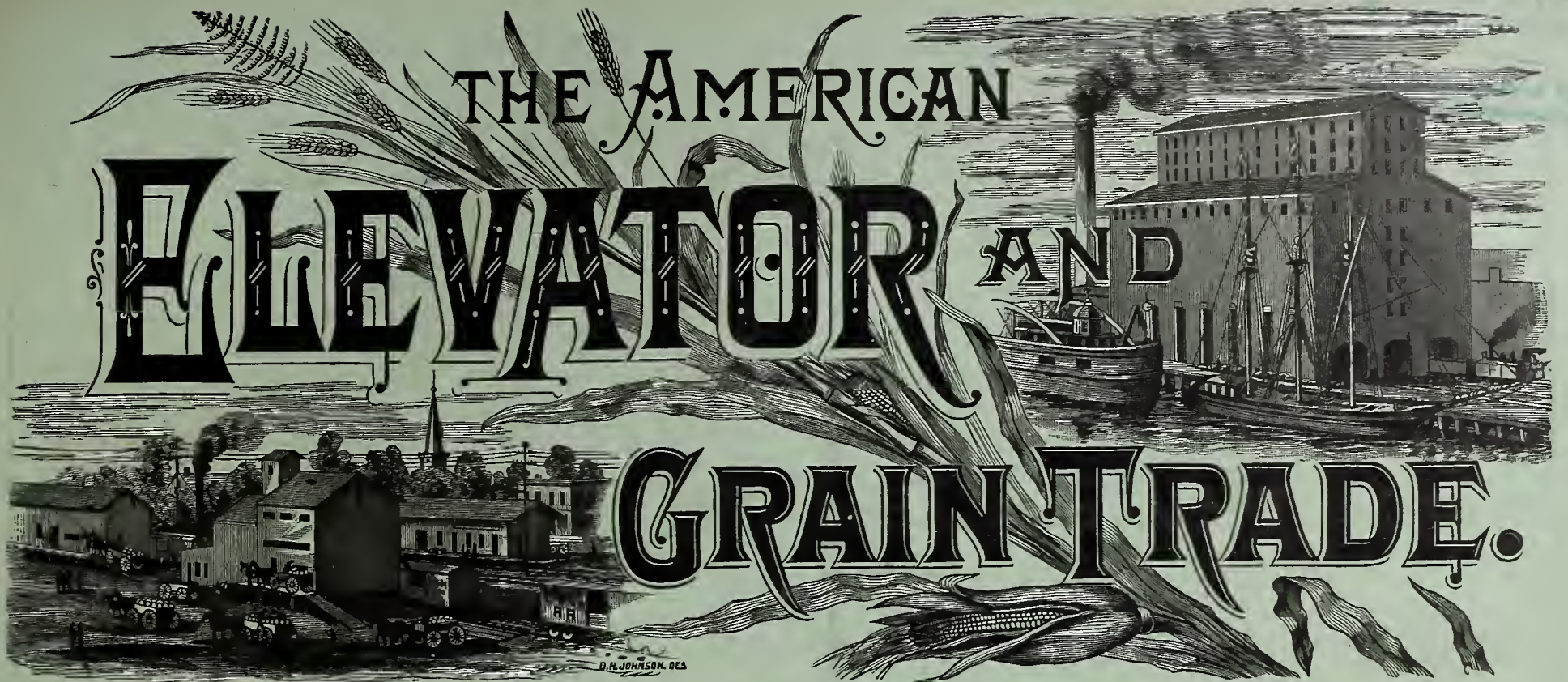


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

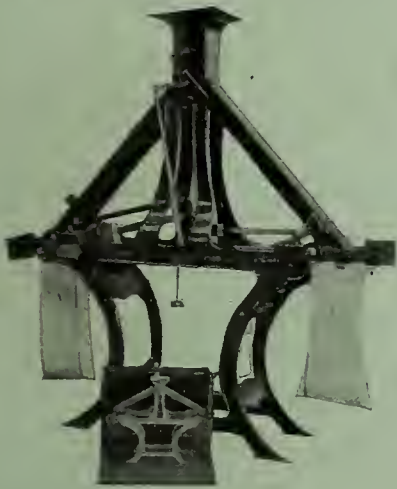
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VOL. XXIII.

CHICAGO, ILLINOIS, MARCH 15, 1905.

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INTERCHANGEABLE WITH OTHER KINDS

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If you do not, let them "show you" what Capacity, Capital and Courage can do in making your cash grain net most money.

If you want the best, get the benefit of their Experience, Energy and Endeavor.

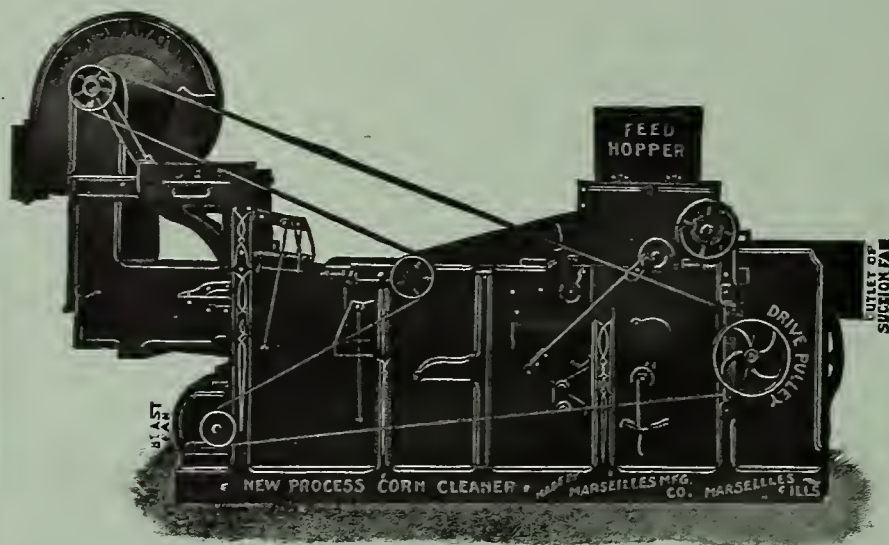
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IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

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The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern States or the unhusked corn of Southern States.

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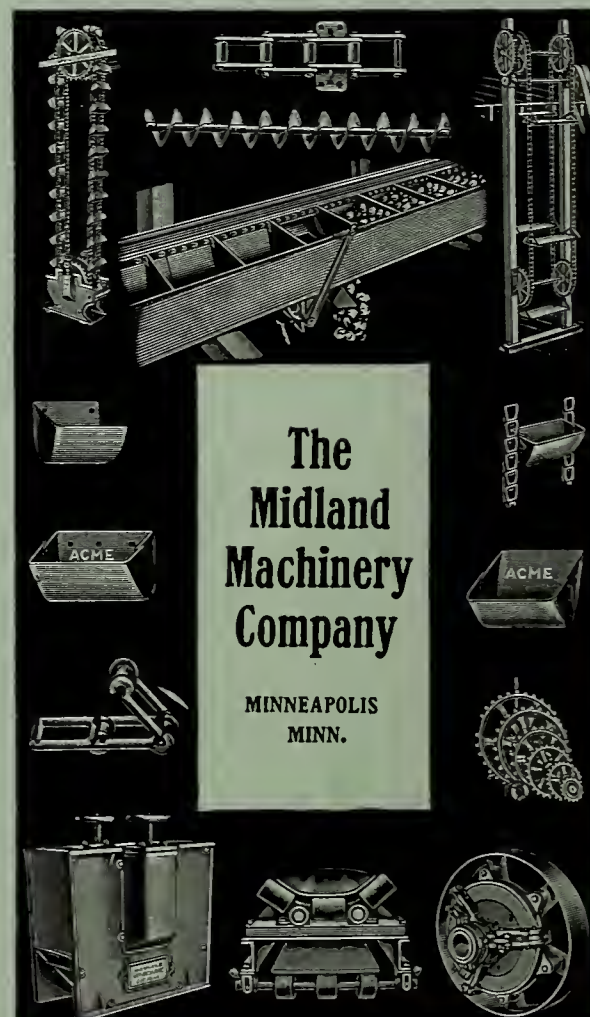


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Ours is the Place to Buy
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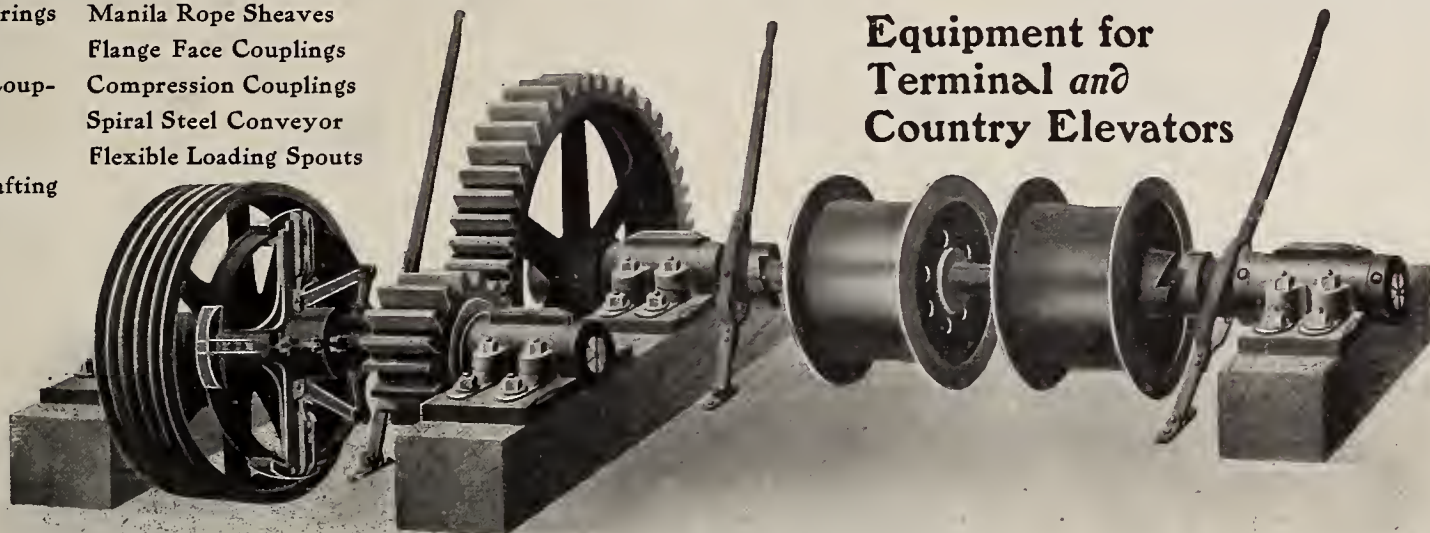
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Choke - downs, Long Delays, Losses Eliminated

With the use of the

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The Anti-Choke-Alarm Machine Attached to a 40-Inch Leg.

Every grain elevator owner knows that if elevator legs would not choke down the operating expenses would be materially cheapened and the working capacity of the plant increased.

Watching legs takes some of the time of employees.

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Digging out boots and starting choked legs takes some of their time as well as that of the plant.

Replacing smashed cups and burnt and mutilated belts takes some of the time of employees and plant, as well as the cash of owners.

Often a choked leg creates a fire in the head which takes the entire elevator.

The Anti-Choke-Alarm Machine regulates and controls the treacherous Elevator leg, thus doing away with watchdog as well as all expense incident to choking.

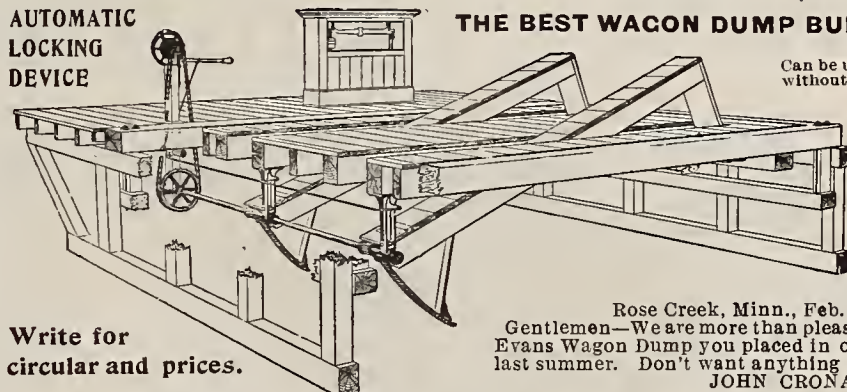
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THE BEST WAGON DUMP BUILT

Can be used with and without dump scales.



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and
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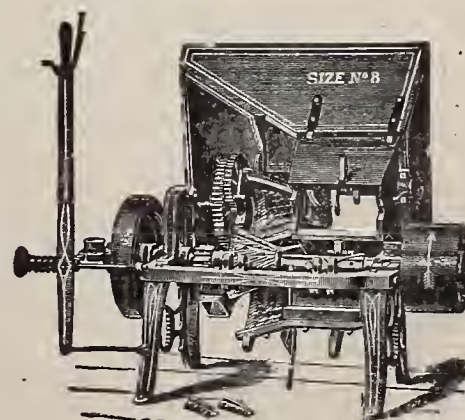
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Makes complete independent outfit.

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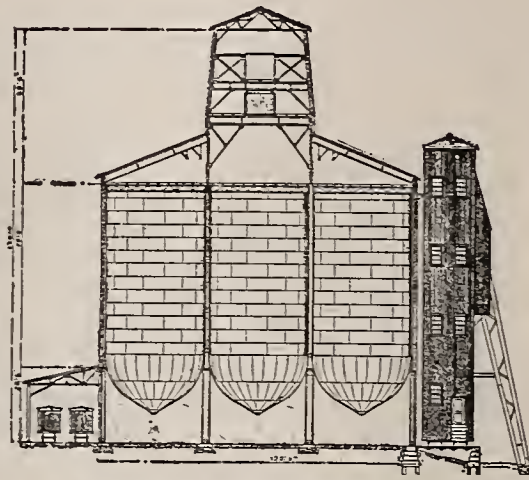
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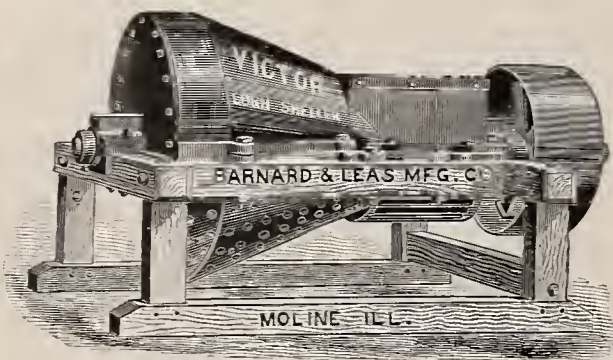
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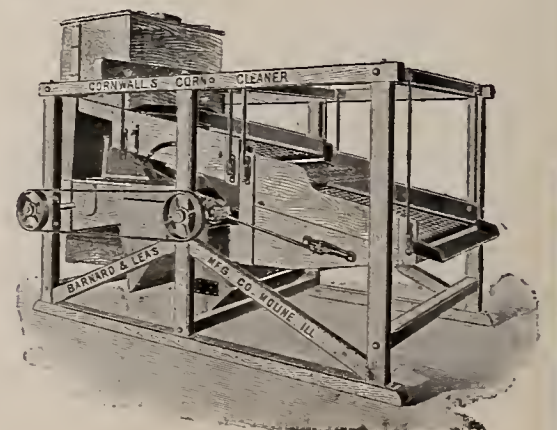


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Will thoroughly clean the corn after it leaves the Sheller. It has a patent finger sieve which will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines. It has other valuable features which our latest circular describes fully.

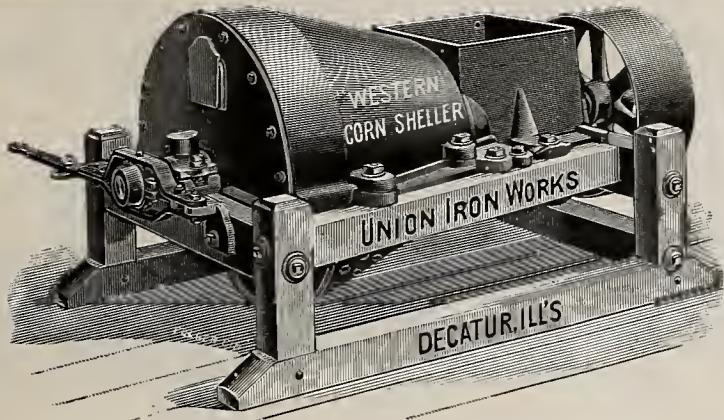
We also make other Shellers and Cleaners and a full line of Separators, while we furnish everything needed in the Elevator line.



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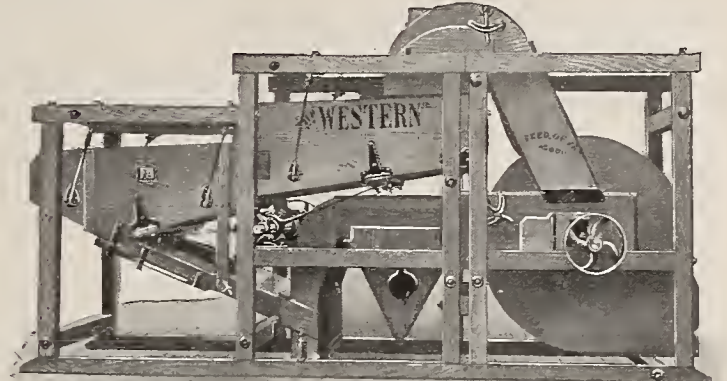
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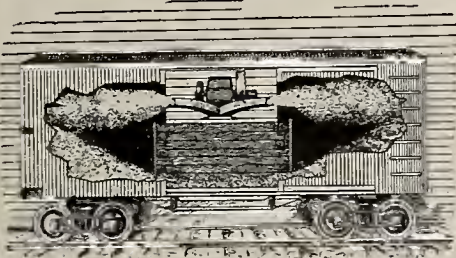
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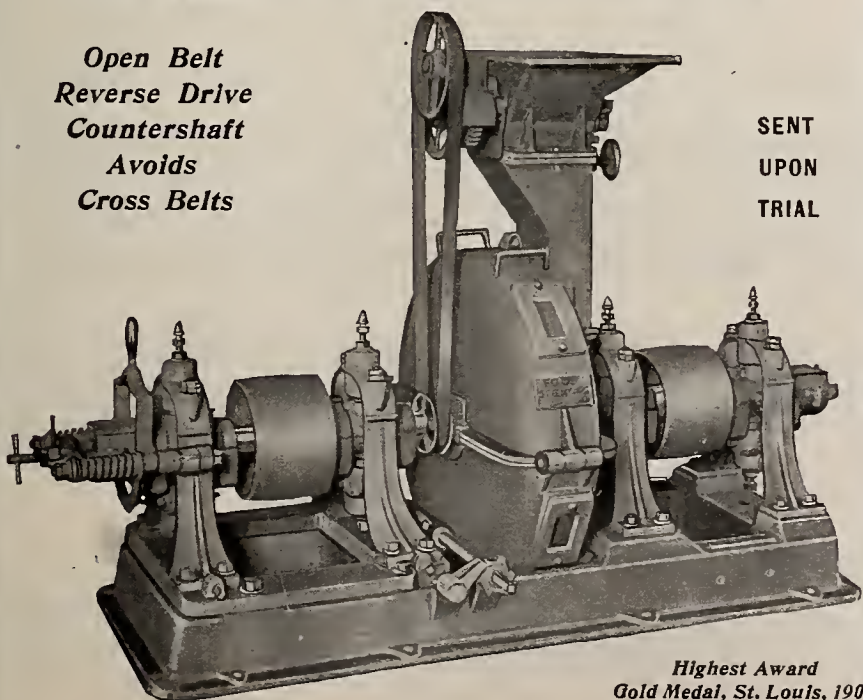
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Less Power AND More Work

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Grinds ear corn, chop feed, bran, offal, cracks corn, etc., **FAST, FINE GRINDING.**

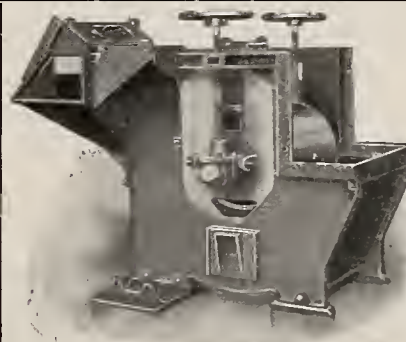
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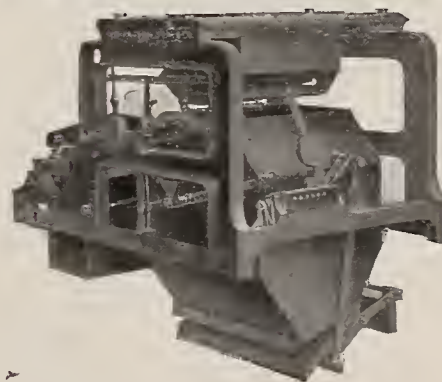
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Insures Mills, Elevators, Warehouses
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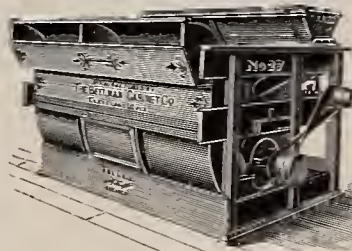
Oldest Flour Mill Mutual in America

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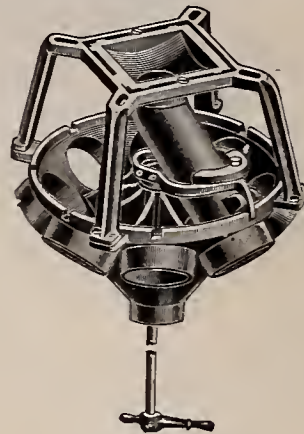


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Larger Capacity, Less Power Required than any other Cleaner Made. Get Our Catalog of Hand and Power Machines.

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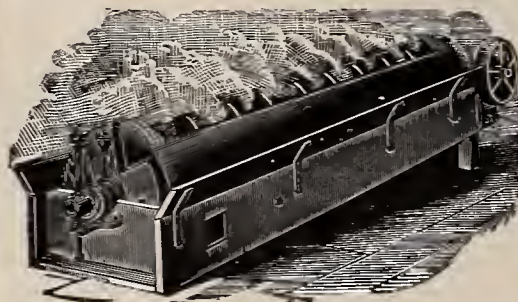
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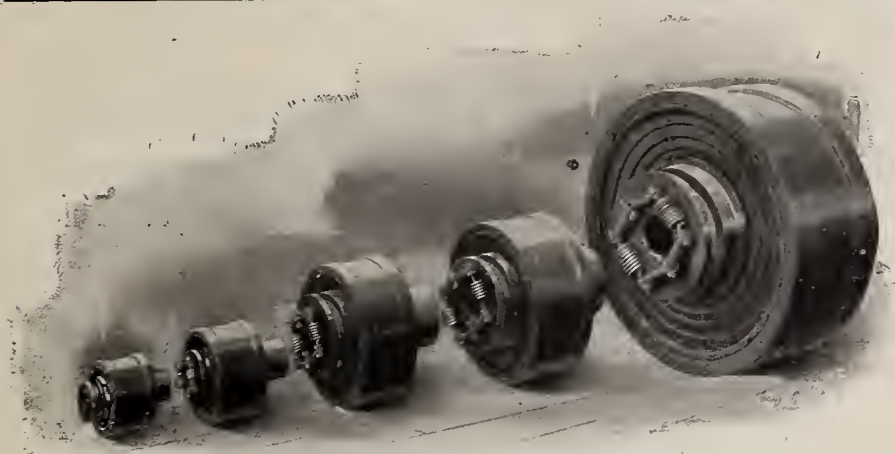
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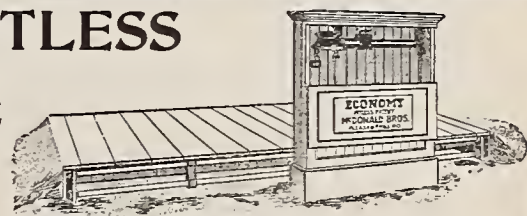
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Efficiently and Economically



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Dries evenly, rapidly, automatically
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Capacities 10 Bushels to 5,000 Bushels
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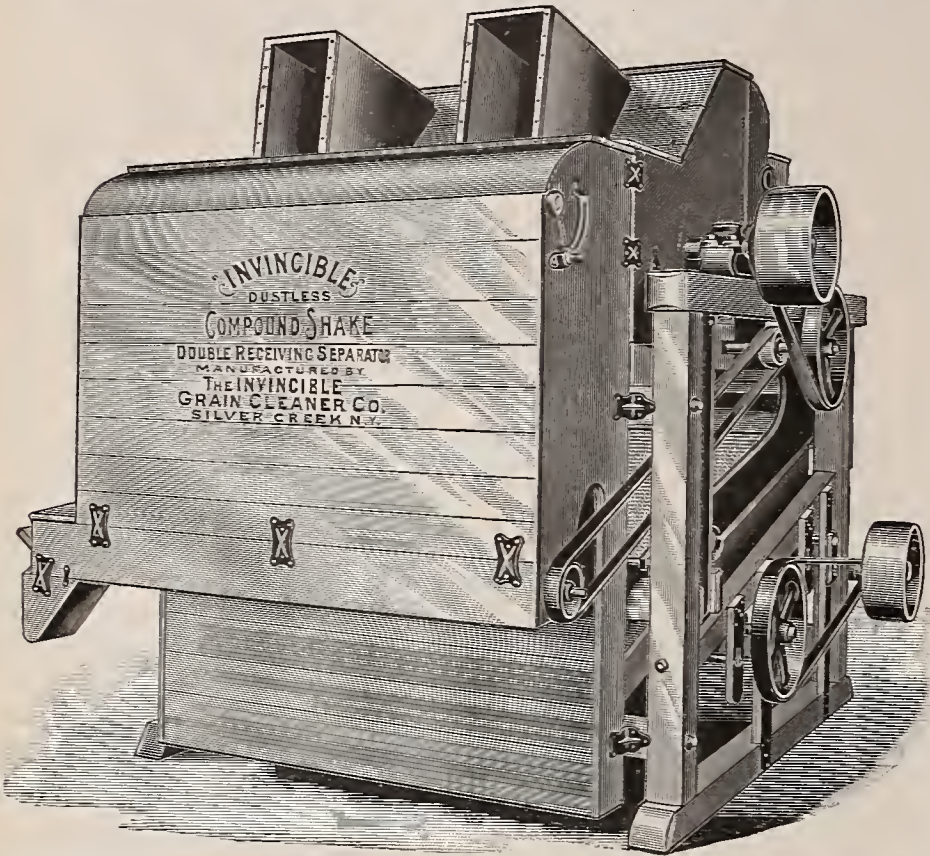


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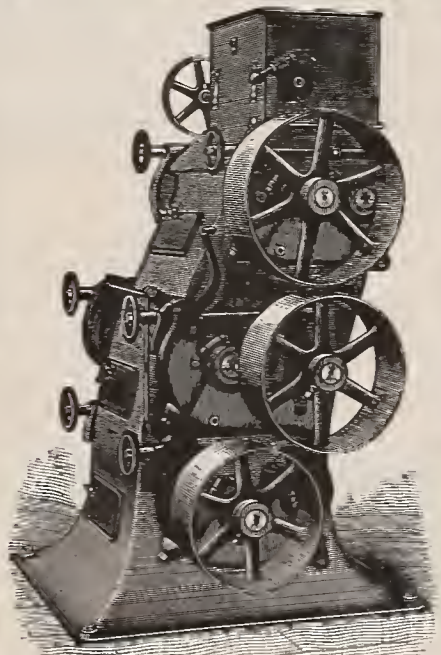
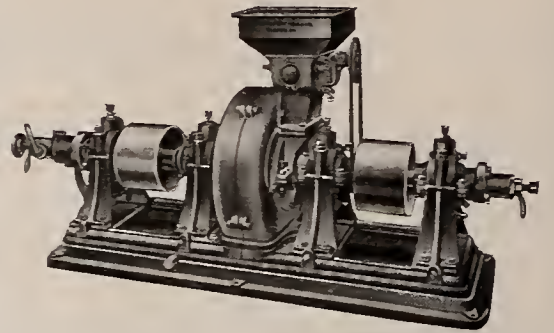
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...And...

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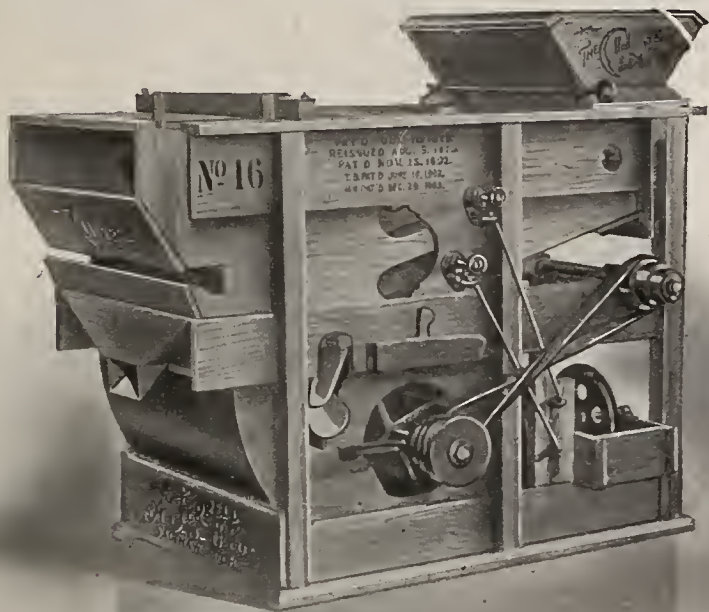
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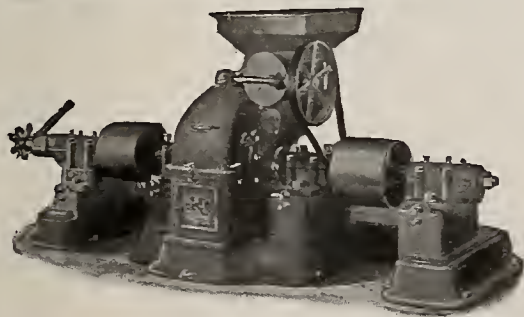
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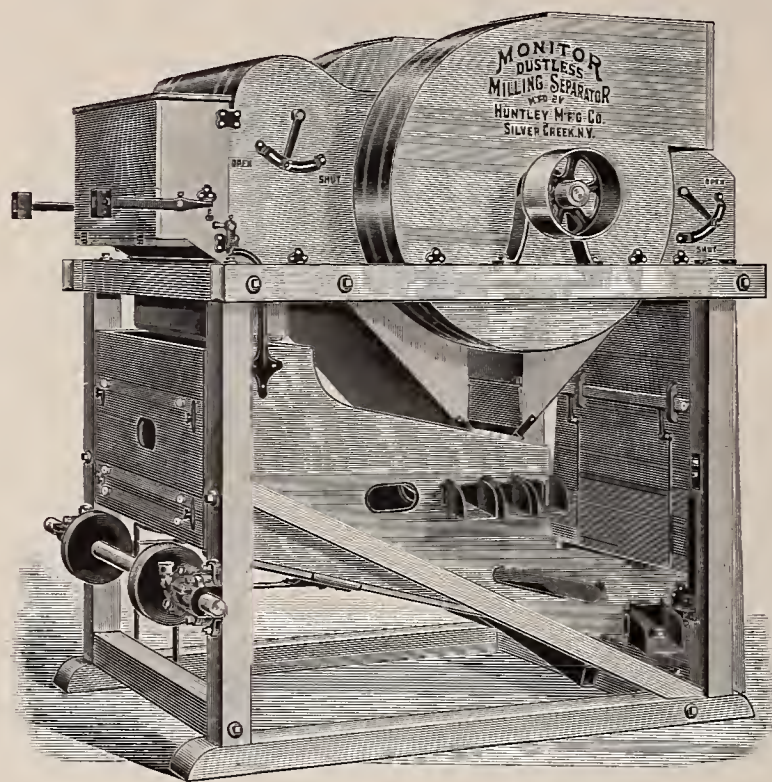
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The life of this machine is much longer than that of any other make because of its accuracy and positiveness of action; because it is constructed on more powerful lines; because its action is compensating and reciprocating, maintaining at all times perfect balance, eliminating jarring and reducing wear to such an extent as to give the machine double the life of most machines of its function.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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WEIGHING IN MINNESOTA.

The committee appointed over a month ago under a resolution offered by Representative Hanaford of Monticello, Minn., to investigate the methods of weighing grain in vogue at terminal points in Minnesota, made short work of their task, and in spite of the prediction of a yellow Minneapolis paper that their report would be a "hot one," it is doubtful if the report will have ginger enough in it to flavor a bottle of "small beer."

The committee, of course, "prowled around" the elevators near the capital and at the head of the lakes, and heard stories of shipments overrunning in quantity the records of receipts, and all that sort of thing that looks deep and dark to the uninitiated. Then the committee, having steeped themselves in rumor and innuendo, began taking testimony, calling in members of the state weighing department and Henry Feig, superintendent of country elevators. Mr. Hanaford's innuendos of crookedness were found to be absolutely without foundation, it being the unanimous testimony that the men employed in elevators and warehouses had shown uniform honesty in weighing grain.

The committee then heard evidence to determine whether the track-scale system of weighing grain in cars, proposed in a bill now before the Legislature, is better than the hopper system, now in use, and as to the practicability of the track scale plan as applied to public elevators.

C. A. Magnuson, president of the Northwest Elevator Company, St. Paul, testified that it is impractical to install track scales, because, he said, it would require the constant attendance of a locomotive to move the cars on and off the scales. Mr. Magnuson also testified that it was difficult to es-

tablish a proper foundation beneath the track scales.

It was admitted that there might be opportunity for loss between the grain car and the hopper in which the wheat is finally weighed, but the experts declared that the difficulties that attended the installation of the track scale plan more than outweighed any reasons for the change.

The committee adjourned on February 28, sine

A BUSY DAY.

The scene pictured below is one to delight the corn buyer's heart. It is not an unfamiliar one in the great corn belt, where, during the favorable hauling weather, when the corn is grading pretty well and prices are good, many a station will have such a run for days at a time, and the last load will often go to the dump long after nightfall. But

a man raised on the deep black loam of Illinois or Indiana, where corn and oats are the staple crops, at first flush, is apt to think such a scene must, of course, be in an Illinois or Indiana town. The writer remembers just that sort of thing in his early boyhood when farmers of Illinois hauled to the canal elevators, where in a town with eight or nine big houses often in midsummer such a blockade of corn wagons might have been seen at the scales of each one of them. The present scene is, however, one of to-day, with its multitude of railway stations, and the place Van Wert, Ohio; and is the best answer to many old fellows who, unless there is a perpetual jam at their scales, complain that the business is "no good any more."

The house in question is owned by the McMillen Grain Company, and is located on the Big Four Railroad at Van Wert, be-

ing one of six elevators owned by the company in Northwestern Ohio. It has a capacity of 40,000 bushels.

The other houses of the company are at Cavett, 50,000 bushels' capacity; Scott, 75,000 bushels, both on the C. N. or Big Four. Then there are the houses at Grover Hill, 40,000 bushels' capacity; Roselms, 35,000 bushels; and at Mandale, 20,000 bushels, these latter houses being on the C., H. & D. Railroad. All are in the black earth corn belt and managed from Van Wert.



THE McMILLEN GRAIN COMPANY'S ELEVATOR AND GRIST MILL AT VAN WERT, OHIO.

die, and it is said that it probably will not hold another meeting.

Although there seems no doubt of the germinating power of light-weight, or rusted, wheat, the University of Minnesota Agricultural College strongly advises farmers not to use light-weight grain for seed, because it cannot be expected to withstand unfavorable conditions. In all cases where possible to get it, good local seed is preferable to seed not native to the given habitat.

RECONSIGNMENT CHARGE AT ST. LOUIS.

The reconsignment charge at St. Louis was the subject of an inquiry by Commissioner C. A. Prouty, of the Commerce Commission, on February 20 and 21, the roads involved being the Mobile & Ohio; Chicago & Alton; Toledo, St. Louis & Western; Illinois Central; Chicago, Peoria & St. Louis; Burlington; Wabash and others.

Jos. W. Dye, of the St. Louis Hay and Grain Company, was the chief witness and prosecutor of the case. He testified, in substance, that for the past two years his company has been compelled to pay a reconsignment charge of \$2 per car for having cars of hay delivered at either the National or Union warehouses in East St. Louis, or to his warehouse or to other parts of the yards, but that this charge was not made on wheat or other grain; that he was also taxed the same reconsignment fee on cars when he bought hay or grain on the track in East St. Louis, whereas he believed that the railroads bringing the freight to East St. Louis should deliver it at its destination without an additional charge.

T. R. Ballard, a commission merchant and former president of the Merchants' Exchange, and J. P. Callen, a commission merchant, testified to the same effect.

The defendant roads said that the hay was simply consigned to the St. Louis Hay and Grain Company without mention made of the warehouses of the company.

W. S. McChesney Jr., president of the Terminal Railroad Association, one of the defendants, said that the rates from Eastern points to St. Louis are considerably more than to East St. Louis. With respect to the multiplicity of charges made for hauling cars from one section of the city to another, he said that the cars could probably be handled for \$2 each, provided the company could use its own tracks.

Upon this question there is much feeling in St. Louis, coupled as it is with an execrable service, the congestion of the world's fair year being still a great handicap to trade. On the general subject the Globe-Democrat recently quoted a large and prominent grain shipper as saying, in a recent interview:

"Candor compels exception being taken to the general manager's claim that traffic congestion at St. Louis is due to reconsignment of freight. It is not customary for consignees to hold grain and bay several days before selling and giving reconsigning orders. The consignee is allowed forty-eight hours after arrival of the cars in which to give disposition, but as a matter of fact the major portion of the current receipts of grain and hay is sold by the close of 'change on day of arrival, and reconsigning orders are either given railroad representatives on the floor of the exchange or delivered at the freight offices of the different roads before 5 p. m., it being an ironclad rule with the railroad freight offices not to accept reconsigning orders after that hour. It must not be thought that reconsigning orders are received and executed every hour of the day, the roads, on the contrary, making switches at stated times, the execution of reconsigning orders being mostly by the night crews. There are instances where consignees are compelled to hold a car over for a day or more, but these are exceptional, and if held beyond the regulation time each car is assessed \$1 per day demurrage, which amply recompenses the railroad for any extra work entailed by the holding over.

"Congestion of traffic at St. Louis has almost invariably been due either to lack of motive power with the terminal companies or to inability of connecting lines to promptly accept and care for carload freight when tendered them by the switching lines. Probably every firm on 'change has experienced delays of a week to a month in having cars switched to destination, even when the reconsigning order was given three to six hours after the arrival of the freight at the 'hold track.'

"The 'hold tracks' maintained by the railroads at

St. Louis are a necessity and a convenience for the roads in handling carload freight, and they would not abolish them were the point of delivery for every car known to them before its arrival. Bringing in a train containing carloads of freight for perhaps twenty-five or more different consignees and for as many points of delivery, they must have 'hold tracks' on which to divide up and assort these trains. Very many times have cars of freight been waybilled direct to certain points of delivery, and yet kept out on the 'bold track' as a matter of convenience to the road and to the discomfiture of the consignee."

W. R. SINKS.

It is said that when the occasion arises there will always step forward a man with the ability to meet it. This saying is not a new one, but it summarizes the observations of wise men, who have never seen a crisis arise in the world's history, when a man of exceptional force or moral qualities was needed, that the desired mortal did not at once put in an appearance. Such men seem to be only waiting the opportunity for which they have spent their lives in fitting themselves, and unerringly recognize it when it comes to them.



W. R. SINKS, CHICAGO.

When James Stewart & Co., general contractors, with offices in all our large cities, decided this spring to specialize the various departments of their business they desired that each department should have at its head a man who not only had the ability and had had the experience, but one who could assume the responsibility of taking the initiative in any large work and carrying it to a successful completion. With this end in view the company selected as the head of the grain elevator building department W. R. Sinks, the subject of this sketch.

Mr. Sinks is from the Buckeye State, having been born near Dayton, Ohio, on August 4, 1862. He passed his early days on a farm, but at sixteen years of age he engaged in general building work. In 1882 he removed from Ohio to Minneapolis, Minn., entering into contracting work with C. M. Thayer, and sundered this association in January, 1885, to go with Barnett & Record Co., as general superintendent.

Mr. Sinks was with the latter firm to the present date and has been identified with grain elevator building through all its changes from wood to the better class of fireproof materials which are in vogue to-day. His experience has been varied and his acquaintance with the terminal markets is large. The James Stewart Company's elevator building department, being in Chicago, is centrally located and its services are therefore available to

all clients in all sections and markets where there is need of grain storage.

ILLINOIS CO-OPERATIVES.

The second annual convention of the Farmers' Grain Dealers' Association of Illinois was held at Bloomington on February 23 and 24. The attendance is put down by the local press at 200, which number may be discounted liberally, but the membership was representative, covering most sections of the state which have a surplus of grain.

Lee Kincaid of Athens, president, made the opening speech. He had much to say about monopolies, and, of course, compared this work of the co-operatives with the men of Kansas who are fighting Standard Oil—an analogue which it takes an acute (or the contrary) mind to grasp. However, Mr. Kincaid said, graciously: "We don't want to run the regular grain dealer out of business; we want him to live, but we don't want him to devour us."

In closing, the speaker said that most of the co-operative elevators have made money [which, as a statement of fact, may be questioned], and those which have not done so can find the cause in the lack of business methods which they have pursued. "When we [shall] have adopted strictly business methods in these enterprises, then we shall succeed and save the farmers from the grain trust [sic] and other forms of monopoly."

The first item on the program being the election of officers, a select committee recommended the following, who were chosen without contest:

President—Lee Kincaid, Athens.

Vice-president—Thomas B. Lamb, Jr., Bement.

Second Vice-president—T. J. Dunn, Seneca.

Secretary—J. A. McCreery, Mason City.

Treasurer—J. B. Abbott, Mason City.

Directors—A. Tomlin, Easton; John T. Churchill, Galesville; S. T. Brown, Longview; R. L. Leaverton, Springfield; J. H. Nafziger, Anchor; George W. Freese, Deer Creek; L. H. Perry, Ransom.

THE PENALTY CLAUSE.

The chief discussion of the afternoon was started by Charles Adkins of Bement, who read a paper on "The Penalty Clause, Where Stockholders Sell to Other Firms." Mr. Adkins said in part:

I think the necessity of this clause in our by-laws is apparent to every grain grower who has given the subject of co-operation proper consideration. If it is true that American agriculture is the fundamental support of the American nation, and if it is true that the American agriculturalist must organize in order that he maintains his standing among the well organized business interests of the country, it is equally true that he must support that organization. When an organization has been effected, the matter of margin to buy on must be considered, and I think a margin sufficient to carry on the business in a profitable manner is essential to the perpetuation of the organization.

No business enterprise will stand long that is not run on a paying basis. A co-operative grain company will not run long without the support of its stockholders. Our competitors must in most cases buy on a less margin than our company in order to induce stockholders to sell them their grain. In other words, they offer more than our managers do to induce our stockholders to sell them. After a co-operative grain company starts in business it should start a system of education among its stockholders showing them the necessity of supporting the organization. "The penalty clause" brings up the subject. It starts this system of education. It compels its defenders to explain the necessity of having it. It compels our competitor to buy at a loss or he must be "shy" enough in his weights to make it profitable. Now, which will he do? If a stockholder sells to our competitor why should he not pay a penalty? The co-operative company made it possible for him to get the extra price. The loyal stockholders made it possible perhaps for the company to pay a dividend; why should he not contribute something to help create that dividend?

The man that wants the high dollar for his grain will invariably say, when asked, that the co-operative company is a good thing. Then, if every stockholder took this view and sold for the high dollar and paid no penalty to his own company, at every farmers' elevator in the land the weeds would have to be mown between the scales and the dump; and nobody would mow them. The sparrows would build nests in the elevator cups. The man-

ager's salary, insurance and taxes would soon be looked upon as unnecessary burdens, and the business of co-operative grain companies would quietly be closed out.

The "penalty clause" is a barrier between the co-operative company and the "regular." He knows that if the companies adopt the "penalty clause" in their by-laws that about 97 per cent of them will pay it and he must pay this penalty and pay the farmer something besides to induce him to sell to him and when he does that he knows he is not only making the farmer more money, but he is helping to support the farmers' elevator and it makes it a rather hard game to go against.

The "regulars" say this is unfair competition. They forget that before the farmers went into business we had no competition at all, at least that is the way most of us looked at it. They say take the "penalty clause" out of your by-laws, then you will be all O. K. Some say this is a free country, a man should sell where he pleases without any penalty. He has that right, but if he must sell to our competitors he certainly should be willing to contribute something to the support of his own institution. If the by-laws do not require it he is not likely to do so. Don't let them hoodoo you on that penalty clause. It has done more for the co-operative elevator than any other clause of our by-laws.

In the discussion Mr. Adkins had, of course, numerous supporters, but quite a number of speeches were against that feature of co-operative articles of association.

One of the speakers proposed that another system be introduced to supplant the fining system, to wit, that in case any funds remained on hand at the end of the year for the payment of profits to the stockholders, this money be distributed only among those who had brought grain to the elevator. This, the speaker said, would be in the nature of a leading of the stockholders rather than driving them to patronize their own concern.

The question of the legality of the penalty clause was brought up, and a motion was made that legal counsel be employed to get an opinion as to whether the Association should undertake a test case. This motion was voted down, however.

B. F. Hougham gave his views as to the benefits farmers derived from co-operation.

The first day closed with a discussion of the good-roads question, which was the more animated because there was a majority and a minority reports which, while differing little in purport, differed materially in verbiage. The majority report was adopted as follows:

Whereas, The farmers of the corn belt, considering the good roads proposition now before their state legislature, find conditions as regards character of soil for building roads in the absence of proper road material to be such that we have no precedent to make a comparison as to the cost of the construction of such roads, the condition of soil and location being different from that of any other section of the country in which hard roads have been built; and,

Whereas, We believe the expense of constructing such roads would be an unbearable burden on the farmers, not warranted for the length of time hard roads are needed, about two months in the year, which does not justify the enormous outlay of money; therefore, be it

Resolved, By the Farmers' Grain Dealers' Association of Illinois, in convention here assembled, representing the members of the farmers' elevator companies of the corn belt of the state, hereby enter our earnest protest against the passage of the so-called good roads law now pending before the Forty-fourth General Assembly, and urge all members having the interests of the state at heart to work for the defeat of said measure; be it further

Resolved, That we regard the state aid proposition as a dragnet to force the entire state into an expensive system of road building, which cannot be favored as a business proposition, and is dangerous to the interests of agriculturists of the state.

There was more shop-talk on the second day, much of which, barring that on co-operative matters, pure and simple (as "Reciprocal Demurrage" and "Control of Railways"), was useful and in line with the general temper of opinion in the grain trade.

L. H. Perry of Ransom talked on the question whether farmers' elevators should sell to the track buyers or consign their grain. He said that the track buyer has not been found to be the best friend of the farmers' elevators, and he favored the consigning of all grain. He said that the tricks

which are resorted to by the track buyers are found to lead into deception and loss to the farmers.

From this eminently practical matter the convention lapsed into the wash of absurdity by devoting a large part of the afternoon of one day to a discussion of the question of the establishment of a division of co-operation in the agricultural department at Washington, and a resolution favoring such a department was passed.

Mr. J. A. McCreery's address on "Civil Service in the Grain Inspection Department," we have, with his permission, reproduced in full on another page.

At the close of the discussion on this paper the following resolution was passed:

Whereas, The grain shippers of Illinois, not being satisfied with the work of the present inspection department; be it

Resolved, That the Farmers' Grain Dealers' Association of Illinois, now in convention assembled, favor the civil service law now under consideration in our state legislature, and ask the legislators to pass the bill.

Adjourned sine die.

DR. GEO. C. WOOD.

Dr. Geo. C. Wood of Windfall, Ind., who at its late annual meeting was elected president of the Indiana Grain Dealers' Association, is a true son



DR. GEO. C. WOOD, WINDFALL, IND.

of Indiana—a man of culture and of varied attainments, a man of the world and a politician, as well as a successful business man. Born in Decatur County in January, 1852, he was taken by his parents in 1856 to Prairie Tp., Tipton County, where the good father proceeded to make a farm in what then was practically a wilderness, and in this work the son did his full share.

At nineteen years of age he began teaching school, at which he was more than ordinarily successful; for besides teaching in several special and normal schools, in addition to the district schools, he was made principal of the Sharpsville graded schools and superintendent of the Tipton County schools for four years. In the meantime he was educating himself; and in 1876 was graduated in the scientific course by the college at Lebanon, Ohio. This he followed by a course in medicine and was graduated an M. D. by the Indiana Medical College at Indianapolis in March, 1881.

He continued the practice of medicine until November, 1890, when he was elected auditor of Tipton County. He served one term of four years, and then went into the grain business at Windfall, which, with his farm, still occupies his attention. But since 1895 his business at Windfall (which was an old concern, established in 1870) has been enlarged to cover elevators at Hemlock, Nevada and Curtisville.

Dr. Wood, like all self-made men of the right sort, is immensely popular at home and soon takes

a leader's place in all affairs in which he interests himself. Joined to constructive and executive capacity are a sterling integrity and that indefinable something, vaguely called manner, which attaches men to him as to a magnet.

ST. LOUIS TERMINAL CHARGES.

The Missouri legislative committee of the House and Senate on February 19 sat at St. Louis, to hear complaints of shippers about bridge and terminal charges. Theo. R. Ballard, a former president of the St. Louis Merchants' Exchange, testified that the greatest complaint at present is against the \$2 per car "reconsignment" charge which recently went into effect on most of the railroads entering St. Louis. This charge greatly interfered with and injured the trade of St. Louis. It involved an extra expense of considerable magnitude to shippers, and its effect was to send them to other markets. The reconsignment charge acted as a handicap both to St. Louis and Kansas City. Mr. Ballard further stated that he had recently traveled in his firm's trade territory, and, in conversations with shippers, had been frankly told that the reconsignment charge was operating to make them abandon St. Louis. This charge is made in every instance where a car must be switched from the tracks of the road over which it came into St. Louis, and is in addition to the regular terminal and switching charges.

Mr. Ballard also complained to the committee that grain can now be shipped into St. Louis from all points west of Springfield, Mo., and the Missouri River without the terminal charges of about 1 cent per 100 pounds that are charged on all shipments from east of the places named. He stated also that the operation of such a practice was to divert shipments from St. Louis to New Orleans.

F. L. Robinson, of the Missouri Forage and Supply Co., which has an elevator on the Wabash, exhibited to the committee a freight bill on which, for one carload of hay, \$8.32 went to the Terminal Company for bridge and switching; \$3 to the Wabash for switching from Compton Avenue to the elevator near Teresa Avenue, and \$2 for reconsignment, making a total of \$13.32 charges in St. Louis. He complained of the reconsignment charge from the Wabash east to the Wabash west, and also of being charged \$3 for switching a car a distance of one block. He stated that it cost him \$7 for one car of hay transferred from North St. Louis to his elevator, \$5 for terminal charges and \$2 for reconsignment.

Representatives of other lines of business made similar complaints.

Senator Gardner, of the committee, made a point of asking all witnesses whether in their judgment 48 hours was long enough time for switching a car from one point within St. Louis to another, desiring to obtain an opinion upon what would be considered a "reasonable" time for that purpose. Mr. Ballard said, in reply, he could ship grain from Omaha to St. Louis in forty-eight hours.

The chairman of the Terminal Association's directors stated that the stockholders of the Terminal Association consist of the following fourteen railroads: Baltimore & Ohio, Big Four, Burlington, Chicago & Alton, Illinois Central, Louisville & Nashville, Iron Mountain, Wabash, Rock Island, Missouri Pacific, Missouri, Kansas & Texas, St. Louis, Kansas City & Colorado, the Frisco and the Vandalia; that the stockholders of the Terminal Association, which controls Eads Bridge, owned the majority of the stock of the Merchants' Bridge Terminal Railway Company, which controls the Merchants' Bridge, and that they owned 9,500 shares out of 10,000 shares of the Wiggins Ferry Company's stock.

Mr. Walsh further testified that the bridge tolls and switching charges are based on the cost of maintenance, and that the Terminal Association had never declared a dividend, but had operated at a loss up to five years ago; and the profits since then were small and had been expended in developing the Terminal property. He testified that he

knew nothing about complaints of delay and excessive charges, and said that the Terminal Association is a St. Louis and Missouri institution and its policy is to upbuild and not to tear down. If he thought it was discriminating against St. Louis, he would not remain at the head of the board of directors.

The witnesses who immediately followed Mr. Walsh testified to exasperating delays in handling cars by the Association, as well as by connecting lines. One commission merchant testified to the Terminal Association's failure to deliver a car across the river for twenty-three days. He also said he had a car held up seventeen days in the distance of only a mile.

About the same time the Missouri State Board of Railroad and Warehouse Commissioners heard complaints of St. Louis grain dealers that they are being discriminated against in favor of points north of St. Louis. Among the witnesses appearing before the Commission were members of the transportation committee of the Merchants' Exchange. W. B. Harrison of that committee said it is the intention to carry the matter into the courts. The charges made, he says, are not in accordance with the rulings of the Commission, and a test case will be made.

CORN FOR FUEL, ETC.

Mr. Murdock, a representative in Congress from Kansas, thinks that corn will yet beat the Standard Oil monopoly in lighting oils, motor fuel, etc. The way to do this is for the government to permit the use of corn in making grain alcohol, with which is to be mixed 10 per cent of wood alcohol, making it poisonous and unfit for drinking purposes, and use it in place of oil and gasoline. Germany makes 300,000,000 gallons of potato alcohol, which is used for illuminating purposes and for heating and motor propulsion.

One bushel of corn, costing in Kansas not more than 35 cents, will make five gallons of alcohol, and after plants are installed it is estimated that this alcohol can be manufactured at a rate not to exceed \$4 a ton. Illuminating oil costs from 14 to 15 cents a gallon, while grain alcohol can be made to sell for 9 or 10 cents a gallon. The alcohol as an illuminant is better than oil, as it does not vitiate the air, and there is no danger of explosion.

Representative Murdock wants the manufacture of grain alcohol for fuel purposes to be under government supervision. The alcohol is made in what is called a methylator, and to 90 per cent of the pure grain alcohol 10 per cent of wood alcohol is added and enough malachite to color the whole a delicate pea green. The mixture is a deadly poison, and Mr. Murdock would take off the internal revenue tax after it had been mixed with wood alcohol and malachite. It then would be classed under the head of wood alcohol, which is made from charcoal and is not taxed. Alcohol specially prepared in this way is preferred in Germany and France to oil for illuminating and heating.

Mr. Murdock had a resolution pending in the last Congress directing the secretary of agriculture to thoroughly investigate the subject and make a report to Congress. Statistics show that one firm alone in Germany sold 50,000 alcohol lamps in one year, and Mr. Murdock thinks that every village in the United States might be manufacturing alcohol from corn and using alcohol lamps.

The aggregate of corn production in the South for the last two years has been 1,300,000,000 bushels, against 908,000,000 bushels for the two preceding years, or a total increase in the last two years of nearly 400,000,000 bushels, says the Manufacturers' Record. The total value of the corn crop of the fourteen Southern states for 1903 and 1904 was \$720,000,000, against \$566,000,000 for the two preceding years, or a difference in favor of the last two years of \$156,000,000 added to the wealth of the South by the increase in corn alone, which would in itself largely offset in its final effect on the Southern situation the decline in cotton.

A. C. WHITE.

The photograph has not done justice to the new elevator of A. C. White at Friend, Neb., shown in the accompanying engraving. Still, the picture gives us the outlines and arrangement of the buildings, and the imagination must add the surroundings and color, which are lost in the imperfect negative and equally bad photographic print.

The house was erected in 1904 at a cost of \$8,000, and is strictly modern in design, construction and equipment. It stands on a concrete foundation and is rat-proof, the floor and pit bottom being laid with brick and cemented over. The exterior is covered with galvanized iron as a protection from exterior fires; the smokestack is of brick.

The machinery, which is both time and labor saving in design, is operated by a 20-h. p. engine and 25-h. p. boiler. The engine house is roomy and as an annex has a large fuel house, including a cob-house.

The elevator has two dumps, two stands of elevators, corn sheller and cleaner, wheat cleaner and

strict Court. The attorneys for the Nevada National Bank, which instituted the suit in question, were allowed \$2,500 for their services, and their costs, amounting to \$81.21. Out of the remainder 5 per cent is to go to all of the parties represented in the suit, excepting Haslach & Kahn; a deduction is to be made for dividends already paid, and the balance is to be turned over to the trustee in bankruptcy for the creditors in general.

The attorneys signed a stipulation that the American National Bank, which had seized some of the grain, had a right to the lots taken.

COMMISSION MERCHANTS' LAW OF MINNESOTA.

Passing upon the commission merchants' law of Minnesota, the Supreme Court of that state by Lewis J., in the case of Edwards, Wood & Co., say: "The state law contemplates an actual purchaser, other than the consignee, and the purchase by the latter of such grain, after close of business hours, at the highest price of the day upon the board of



ELEVATOR PLANT OF A. C. WHITE AT FRIEND, NEB.

hopper bins for weighing out grain to cars. The storage capacity is 25,000 bushels.

The weighing-in scales are located at a short distance from the elevator and in a position to be measurably free from dust and dirt, more especially any that might come from the elevator itself.

In short, it is a new house of the best type for station service, and its owner has a right to be proud of it.

EPPINGER CIVIL CASE COMPROMISED.

A compromise agreement by the holders of Eppinger & Co.'s warehouse receipts was filed in court at San Francisco on February 21, and the litigation over the proceeds of the sale of the grain left in the warehouse was brought to a close.

It was agreed that payments to the banks in interest, aggregating \$32,525, should be made out of the money in the receiver's hands, amounting to about \$92,000.

In addition, Haslach & Kahn receive \$1,625, on condition that they do not file any claim in the bankruptcy proceeding in the United States Dis-

trade, is not a sale within the meaning of this act, and that a report of such sale to the consignor is not a compliance with its provisions. If the consignee makes such purchase and subsequently sells the same at an advance, such latter sale inures to the benefit of the consignor, and a failure to return to him a true statement, as provided, constitutes a violation of the law."

The case at bar was an appeal by Edwards, Wood & Co. from a judgment of the trial court on complaint of a shipper, through the Railroad and Warehouse Commission, that the firm named, who were doing business by virtue of a license granted and issued by the Commission, had violated the commission merchants' law by withholding in each case a part of the proceeds accruing from sales of grain consigned to the firm and that in rendering accounts of the sales, Edwards, Wood & Co. had, in each instance, reported a lower price per bushel than the price at which such consignments had actually been sold, defrauding the shippers in amounts ranging from 1/2 cent to 3 cents, and more, per bushel.

The complaints were formally filed with the Commission against Edwards, Wood & Co. and other firms on November 25, 1903, by L. N. Free-

man of Valley City, N. D. A written statement duly verified was filed with the Commission, in which fifty separate and distinct cases were cited, the complaints setting forth in each instance the car number and initial, name of shipper, point of shipment, date sold at Duluth, price sold at, price reported, gross weight, gross bushels, grade, net weight, name and address of purchaser, and the amount of money alleged to be due each consignor and wrongfully withheld by Edwards, Wood & Co. and others.

A representative of the Commission thereupon went to Duluth, where he made a personal inspection of the books of the firm named in the complaints. As a result of such investigation it was decided to institute criminal proceedings against Edwards, Wood & Co.

After the original complaints were filed against the firm, additional complaints were received, aggregating seventy in all. It was decided to take up the complaint of Victor Carlson of Hallock, Minn., as the first one for trial. It was sworn to by Commissioner C. F. Staples, and is the case that was finally decided in the Supreme Court.

The charges were that Victor Carlson, on January 14, 1903, consigned to Edwards, Wood & Co. of Duluth, a carload of flax to be sold on commission; that the carload arrived in Duluth on January 19, and that on January 21 it was sold to the Hall Elevator Company, members of the Duluth Board of Trade, for \$1.20 per bushel, the commission firm having, on January 20, notified the consignor, Victor Carlson, that it, the Edwards-Wood Company, had purchased the consignment at \$1.19½ per bushel (understood to be the highest price quoted during that day). The Hall Elevator paid \$1,011.54 for the flax, and, according to the notice sent Carlson, he was to receive but \$1,007.33 for his shipment.

Edwards, Wood & Co., on the appeal, attacked the instructions of Judge Windom, who held that the offense charged was that of failing to make a true report within twenty-four hours, stating the true price received for the car of flax; that the commission merchants omitted to perform a positive duty imposed upon them by law, and that they had no right to purchase the grain themselves when it was sent to them to be sold on commission. The holding of the Supreme Court is summarized in the following syllabus:

Section 2, chapter 225, laws of 1899, requires a commission merchant, duly licensed to sell grain on commission, to render a true statement to the consignor within 24 hours of making a sale, showing the grain sold, price received, name and address of the purchaser, and the date, hour and minute when sold, with vouchers for charges and expenses.

[Held: As quoted in the first paragraph (above); also that—]

The consignor is not estopped from repudiating a purchase of grain by his consignee, unless he acquiesces therein and ratifies the same after being fully informed of the entire transaction, including a subsequent sale at a profit.

The statement in the criminal complaint that defendants wilfully and unlawfully made a false report, is immaterial. The penalty is imposed for a failure to render the report as provided, irrespective of intent, and it is immaterial that the consignee acted in good faith and in accordance with the custom of commission merchants in that locality.

Chapter 225, laws of 1899, is constitutional and not in conflict with the federal constitution as an interference with interstate commerce. Affirmed.

The Burlington's "Seed Corn Special," operating in Southwestern Iowa and in Missouri, was in charge of Professor F. B. Mumford, acting dean of the School of Agriculture of Missouri University, co-operating with whom were Professor Merritt F. Miller, professor of agronomy, Missouri University; Professor J. H. Pettit, professor of soil fertility, Illinois University; Professor Alvin Keyser, professor of agronomy, Nebraska University; Dr. G. M. Tucker, of Blodgett, Mo., secretary of the Corn Breeders' Association; Colonel G. W. Waters of Canton, Mo., a representative of the State Board of Agriculture; W. W. Marple, of St. Joseph, secretary of the State Dairymen's Association; J. A.

Walker of St. Joseph, vice-president of the Blue Valley Creamery Company. The enthusiasm which greeted the train was in excess of anything that had been anticipated and the total attendance was 7,167 for thirty-eight meetings held in Missouri alone.

C. S. BASH.

The name of Bash is one to conjure with in northern Indiana, where it is as familiar to shippers of farm products of all sorts as the name of the state's northern metropolis, Fort Wayne itself, where the Bashes, S. and C. S., have lived and done business for more than half a century, or so long that to ship to "Bash" has become a sort of "vested



C. S. BASH, FORT WAYNE, IND.

right," which hundreds of shippers in northern Indiana and northwestern Ohio would relinquish only on compulsion. S. Bash, the senior member of the present firm of S. Bash & Co. (Incorporated), has been in the commission business there since 1848. C. S. Bash, whose portrait is shown herewith, became a commission merchant in Fort Wayne in 1870 and was admitted to a partnership in the firm of S. Bash & Co. in 1878, being then twenty-five years of age, and a resident of Fort Wayne since 1854. He was born the previous year



PREMISES OF S. BASH & CO., FORT WAYNE, IND.

at Roanoke, Indiana. He has been vice-president and manager of the business since 1888.

C. S. Bash's capital is not confined exclusively to the business of S. Bash & Co., but he is interested as shareholder in other commercial interests of Fort Wayne, such as the Mayflower Mill, of which he is president; the Hamilton National Bank, of which he is a director, and the Fort Wayne Trust Company and Fort Wayne Electric Corporation, not to mention other enterprises.

As a member of the hay and grain dealers' associations he is quite as prominent as in business; and has been especially conspicuous in the Indiana Grain Dealers' and Indiana Shippers' Associations, of whose joint legislative committee he was chairman, and as such made the principal argument at Indianapolis, before the joint railway committees of the general assembly, a speech that did as much as any other one effort to bring out a favorable report by the committees on the railway commission bill recently enacted as law by the legislature of Indiana. For this last service Mr. Bash was peculiarly qualified by somewhat extensive practical railway experience.

The picture accompanying gives an excellent

view of the buildings of S. Bash & Co. in use at Fort Wayne, including Elevator A, on the Nickel Plate, 60,000 bushels' capacity, the Mayflower Mills and a four-story warehouse, where seeds and hides are handled, besides a salt shed. There is also in Fort Wayne a large hay warehouse on the Lake Shore Railroad, and elevators at Hoagland and Aboite, Ind. The firm's trade is general, but covers mainly northern Indiana and northwestern Ohio.

Mr. Bash was married in 1882 and his family would delight the heart of the President, whose strictures on "race suicide" Mr. and Mrs. Bash undoubtedly endorse, their family consisting of nine children, of whom they are "as proud as can be."

THE IOWA CO-OPERATIVES.

The meeting of delegates from the Iowa co-operative elevator companies, forming the Iowa Farmers' Grain Dealers' Association, at Fort Dodge, on February 21 and 22, was very well attended, and very wordy was the record. After a welcome to the city of Fort Dodge by the mayor, who scored the trusts and who deplored the fact that some one had not kindly "kicked me about four miles on election day for voting the way I did," introduced President B. Hathaway of Pierson, whose response to the welcome embodied a history of the Association, which was exceedingly brief. Then came the address of the day by Hon. N. Densmore of Mason City on "Importance of a state association and the work it has accomplished in Iowa."

Mr. Densmore did not deny the impeachment that the first meeting of the Association at Rockwell had been steered in the interests of certain Chicago commission men and agricultural newspaper subscription agents—"where a carcass is there the vultures will be," he naively explained—these farmers are so plain spoken, you understand. Mr. Densmore dwelt upon the awful dangers to the farming community of Iowa, presented by a nameless bugaboo that was trying to deprive farmers of their right to market their products. Except that he quoted a letter from a Kansas City firm that requested no further consignments from a co-operative concern until it had established its character as a legitimate business concern, Mr. Densmore did not make it clear how this was being done. It is peculiarly characteristic of this type of orators that if they have any ideas that have a definite form in their own minds their expression is so discursive that their thought is lost in a deluge of verbiage. He said, for example, that "The business of the farmer is done on so narrow a margin for profit that it is incumbent upon him not only to lessen the friction, the wear, tear and expense, but to save all the margin possible between himself and the consumer of his products." But there is no recognition of the fact that the marketing of grain is an expert's business; and he immediately gave out the inference that in some peculiar way the marketing of grain by farmers would overturn the law of supply and demand that fixes all prices, by saying:

"It is conceded that we, as farmers, are great in small things. The experts manipulate the prices professedly on the basis of supply and demand so as to very little if any more than cover the cost of production, and if we were not great in small things we should never see out. The cost of production can be ciphered down so small as to give a man and his family the most niggardly of livings. It is on this basis that many foreign countries put their products in the world's markets at prices that would starve an American. . . . These middle men engage in the traffic in our produce professedly to furnish us with a market and to secure for themselves an income to keep their 'mare going.' The market can exist just the same without his help as with it. If there was no demand for products his being there would not create a demand. You can supply the facilities of a market as well as he and save some of the margin that he is after so that you can keep your mare a-going. Why not?"

"Again. Our markets are entirely under the jurisdiction of other states as to grade inspections, commissions, etc. We are in almost as bad a plight as were the colonies in 1775. Foreigners dominate our markets; we have no voice in the matter. A tenderfoot gets his scalp taken, owners are inspected instead of our grain, and we can't help ourselves. We have very little chance for a remedy. If we hunt up one the application is full of delays, and we are liable to be in our graves before a settlement comes, so we pocket our grievance and give it up. What we need is an interstate trade regulation by some higher authority than an interested party."

And so on for two thousand words—bushels of chaff with not a kernel of sound reason on co-operation or anything else.

Officers were elected at the first session as follows:

President—Hon. N. Deusmore, Mason City.

First Vice-president—Perry Alger, Ruthven.

Second Vice-president—S. Nordschow, Badger.

Secretary—C. G. Messerole, Gowrie.

Treasurer—J. H. Brown, Rockwell.

Directors—B. Hathaway, Pierson; John Montgomery, Goldfield; W. D. Purdy, Fredericksburg; D. Hodson, Garden City; Arthur Chambers, Dumont; J. B. Hart, Postville; Thomas McManus, Dougherty.

In the afternoon E. G. Dunn of the Farmers' Co-operative Society of Burchinal took up the subject, "Shall the grain growers own the elevators and the government either own or control the railroads?" The address was devoted to a discussion of the evils as suffered by the "common people" at the hands of the railroads and a general denunciation of the "high-handed" methods now in vogue. His remedy for present conditions was government ownership, but he did not think the time quite ripe for it. On the other hand, he advocated co-operation among the people in general for their mutual protection; the election of persons to Congress who will protect the people; and a Supreme Court which will punish to the limit of endurance those corporations which violate the law. He appealed to those present to stand together and fight for their rights. His severe arraignment of the corporations was the cause of frequent "hearty applause of approval."

On the second day there was some "question box" discussion for the benefit of the young fellows just starting in as managers who sat at the feet of the veterans who had "gone through the mill" and come out with their reputations in good working order. Then came an address on the "Transportation Tax," by J. F. Webber of Otumwa. The temper of the address may be guessed at by a brief quotation from the prelude, so to say:

"The 'Transportation Tax,' which is not only the greatest tax, but the most burdensome and onerous of all taxes known in the civilized world at this time. It is the most burdensome for the reason that those who, of necessity, pay the greater part of it have no voice in saying how much they shall pay, and who, at this time, are absolutely powerless to prevent its being increased from year to year by enormous strides. It is a more burdensome tax than that imposed upon the colonists by George III, which was only overthrown after eight years of cruel and bloody war. That war, my friends, was fought out and won by our forefathers, after the sacrifice of thousands of noble lives for the reason that they were opposed to 'Taxation Without Representation.' My friends, we are being taxed without any representation; and while we must refer to history to learn for what our ancestors contended in those days, yet when I view the matter as we see it on every hand, and when I think over the abuses to which we are subjected, I am the more thoroughly convinced, as time passes on, without any relief, that we are bowing down in a meek and passive way to a king more powerful and, if possible, more tyrannical than was George III in his palmy days."

This "Transportation Tax" constitutes an integral part of the cost of every article of food and clothing used by every man, woman and child, and of all materials that enter into the construction and furnishing of a habitation for man, the heating and lighting of such habitation, and in fact, of everything that is employed for the sustenance

and gratification of mankind. To him who ultimately meets it in the price of what he consumes it comes as mysteriously as the wind "which bloweth where it listeth and none can tell from whence it cometh and whither it goeth," and yet it is so powerful that it can build cities or destroy them. It can turn prosperous merchants and manufacturers into paupers, and paupers into money kings, and yet with all of its gigantic strength it is collected as silently and unconsciously, to the actual payer, as the customs duties of the government, and is left wholly in the hands of the inseparable and self-interested action of railway officials and managers, without any practical government control. Especially is that true in reference to interstate traffic, on which there is no restraint at this time except the natural law which determines "What the traffic will bear." When we consider the fact that there is no competition between freight carrying lines of the country, should we be surprised that the freight is not even greater than it is?

There really could not be much expected of an address so hopelessly begun, but Mr. Webber proceeded to give what appears to be a history of the "Granger Laws" of the '70s in the Northwest, and in Iowa particularly, and the movement to bring the railways under the control of railway commissions "with power." He concluded as follows:

There are two remedies in sight for the correction of the transportation abuses complained of: One is strict government control, and the other is government ownership. We are approaching one or the other at a rapid rate; and if the people are aroused, as I believe they are, the question will be settled at an early date, and when it is settled it will be settled right.

You will observe from the foregoing that I regard the railway problem as the one most to blame for the conditions which you are attempting to right by this organization; and I am sorry to think that some of you may not agree with me. However, I think that you will find that, were it not for secret rebates and discriminations on the part of your transportation lines you would not be driven to the necessity of organizing yourselves into a powerful body, such as you have here, to fight for your rights.

Thus, my friends, after an apparent wandering from my subject, I will again return to it for the express purpose of saying to you that you, my brother farmer of the greatest agricultural country under the sun, are the one who pays 60 per cent of this transportation tax, the greatest tax known to the civilized world. You are the one who should say what that tax should be, and you are the one who has the power to say what that tax shall be; and you are the one who has the power to say that it shall be reasonable; and all that is necessary on your part is a thorough awakening to the powers which you have; and when you are thoroughly aroused to the situation and see that this transportation question, this "Transportation Tax," if you please, for that is the right name for it, is the greatest question before the American people; and as soon as you appreciate the fact that in sight of it, questions such as tariff, currency and the income tax, sink into utter insignificance, as I believe you do at this time—then you will watch the actions of your representatives in Washington; and if there be those among them who have a greater affection for the railway magnate and the money king than you, be swift to apprehend him on his course and apprise him of the wrath to come.

There were papers on "How to Organize a Co-operative Company," "What Co-operation Has Done for Iowa Farmers," "Selling to Competitors," etc.

The following resolutions were adopted:

Resolved, That we, the Farmers' Grain Dealers' Association of Iowa, met at Fort Dodge, February 22, conclude that, after due and careful consideration of the bill known as the "Dougherty Elevator Site Bill," presented by Representative Stanberry in the House, and Senator Gale in the Senate, for the purpose of abolishing the privilege of farmers' elevator companies to an elevator site on the lines of our railroads, now, therefore, we believe that the people were justified in the action they took, and that we stand ever ready to demand that this or a similar measure shall be enacted.

We, the Farmers' Grain Dealers' Association of Iowa, in convention assembled, unanimously

Resolve, That we congratulate the officers of our Association on the faithful performance of their duties and their untiring efforts to better the conditions of the grain dealers of Iowa.

That we heartily and unanimously endorse the action of President Roosevelt in his every effort to secure for all the people a "square deal."

That we believe our Interstate Commerce Commission should have the power to fix and establish rates to take effect immediately, and to continue in force until set aside by a court of complete jurisdiction.

That we congratulate and commend the lower house of Congress on its prompt and business-like action in passing the Esch-Townsend bill.

That we demand the legislature of Iowa at its next session pass a reciprocal demurrage law.

That we unanimously denounce the giving of rebates and passes to forward shippers by railroads, and demand that either Congress or our state legislature enact laws making favoritism in the way of rebates of any kind a penitentiary offense.

That we sanction and demand such government control of railroads as will give justice and rights to all alike.

That we are in favor of a division in charge of a commissioner of co-operation in our Agricultural Department at Washington.

That our state laws be amended so as to give our railroad commissioners power to relieve existing evils and power to enforce its decisions.

That we believe in putting politics aside and hereafter voting for men that we know are in favor of such laws as will protect the great masses of people who earn their bread by the sweat of their brow, and prevent the growing tendency of a few to oppress the many; also that we heartily endorse the position taken by the Corn Belt Meat Producers' convention at Denison when they ask that—

"As the Russian and Japanese nations are still at war, we could hardly expect our Iowa delegation in Congress to devote their attention to the troubles of the Iowa farmer. We would suggest to those gentlemen that as soon as other great questions are settled, they endeavor to hear the voice of the people from Iowa and proceed to take up their cause."

We congratulate the country upon the exhibition of the power of the independent voters in the national election of 1904, and we call upon the members of our organization to hold themselves in readiness at all times to use the electoral power in furtherance of the interests of the meat producers of the country.

COUNTRY ELEVATORS IN MINNESOTA.

The annual report of Henry Feig, supervising inspector of country elevators for Minneapolis, is published in the advance sheets of the report of the Railroad and Warehouse Commission of the state, and is dated September 1. He reports 1,629 such elevators which took out licenses, a gain of 36 for the year. A noteworthy fact in this connection is that the elevators, as now built, are of the most substantial character, and well equipped. He found that the law is generally observed as to grading, etc., except that complaints have been made of violation of the law in regard to the legal weights of oats and barley. These complaints he says he found were justified, since he found elevator men in central and southern Minnesota buying oats at 33 pounds and barley at 50 pounds per bushel, or at 32 and 48 pounds respectively when delivered clean. Mr. Feig does not approve this practice. He even found some elevator men taking 36 pounds of oats as a bushel, on the ground that dirt made up the excess. He thinks these practices likely to discourage the growing of oats and barley, now rapidly increasing, as indicated (referring to barley alone) by the inspection statement of 652 cars, crop of 1885; 7,463 of 1895, and 19,527 of 1904. "In addition to this it is safe to say that several million bushels of barley are annually raised and shipped out of this state which are not officially inspected," says Mr. Feig. "And in addition to this, we have now in this state several malting plants where barley is purchased, malted and sold as such to the large brewing firms in Milwaukee, Chicago and other places. I repeat that the raising of barley has become of such importance as to make the protection of the barley raiser just as essential as that of the wheat raiser."

The car famine in the Northwest has been so serious and long continued that at not a few stations farmers have been compelled to haul their grain back home, it being impossible to find a place to unload.

Grain sacks were quoted higher at Tacoma on March 1 than at the opening of previous seasons, importers asking \$5.85 per 100 at tidewater, or \$6.35 f. o. b. Walla Walla, while the penitentiary prices were held at \$5.85 at Walla Walla. Not many bags are moving, however.

ST. LOUIS EXPOSITION RIBBONS.

The competition for prizes awarded by the late Louisiana Purchase Exposition was sufficiently sharp to give value to the ribbons and medals which were the winners' evidences of success in the competition. All European countries had milling machinery in the list of competitors and many American manufacturers were represented. To have won out with a prize in such a contest means not a little; to have captured three prizes, as did the firm of Sprout, Waldron & Co. of Muncy, Pa., is a success that merits special congratulation, as they are among the very few exhibitors who obtained more than one prize.

One of these three prizes was for double roller mills, purifiers, dust collectors and other flour mill

it will be noticed that the firm named received their awards for efficiency, simplicity and thorough detailed construction, one of which is the highest award on attrition mills and feed grinders, and a gold medal for superior construction of their Vertical French Burr Mills, which includes their special combination outfits, as well as a gold medal on their double roller mills, purifiers, dust collectors and flouring mill machinery.

MORE GRAIN CAR THIEVING.

Pilfering from grain cars has come to be such a nuisance at Cincinnati that the directors of the Chamber of Commerce have brought the matter to the attention of the railroad officials of the city with the request that their yards be more closely

[For the "American Elevator and Grain Trade."]

CONSTRUCTION OF A TRANSACTION IN GRAIN.

BY J. L. ROSENBERGER,
A Member of the Chicago Bar.

In an action by the seller for the agreed price of certain barley, the purchaser sought to recover, by way of counterclaim, the amount of damage done to the property by rain between the time of the transaction and the loading of the property upon the purchaser's barge. If the transaction amounted to an absolute sale of the property, and the title thereto then passed to the purchaser, concededly, the Supreme Court of California says (Browning vs. McNear, 78 Pacific Reporter, 722), the seller would in no way be liable for the damage. On the other hand, it was equally clear that if the transaction amounted only to an executory agreement of sale of a specific, identified lot of barley, and the purchaser, without protest, accepted, retained and used the property, without attempt to rescind or offer to return, he could not, in an action for the price, offset the damage caused by the rain, in the absence of a breach of warranty on the part of the vendor. An acceptance of property by the vendee, in the absence of fraud or breach of warranty on the part of the vendor, renders him liable for the price agreed on and precludes him from alleging that the property is not of the character and quality called for by the contract. This must necessarily be so, in view of the fact that by such action he affirms the sale; and in the absence of fraud, his only possible cause of action against the vendor in this connection must arise from some undertaking on the part of the vendor as to the condition or quality of the property. The authorities appear to be without conflict as to this.

It is the law of California, as it is generally elsewhere, the court goes on to say, that where there is a warranty and it is discovered after delivery that there has been a breach thereof, the vendee may retain the property and bring an action for the breach of the warranty, or may plead the breach in reduction of damages in an action brought by the vendor for the purchase money. Was there a warranty in this case? If there was not a warranty, the purchaser was not entitled to any offset on account of the damage caused by the rain to the property that he had accepted and retained; and this was true regardless of the question whether the original transaction amounted to an absolute present sale or only an executory agreement to sell. The only evidence as to any express understanding on the subject was as to what occurred in a bank when the transaction was being closed, where, according to the evidence of the purchaser's agent who negotiated the purchase, an officer of the bank said: "Mr. Browning, I suppose you sold this barley so if it gets wet you would not be the loser?" and Mr. Browning replied, "Yes; I have sold the barley to Mr. McNear. They have to look out for the weather;" and the agent said, "You need not be worrying about the weather, because I think the barge will be there in a day or two and get it, and there is no indication of rain to-day." The court says that it would be difficult, under such circumstances, to find that there was any express agreement or warranty on the part of the seller as to the condition in which the barley should be at the time of delivery, and there was no claim that there was any express warranty as to its condition at the time of the transaction.

Neither does the court think this was a sale by sample, so that there would be an implied warranty under the provision of Section 1766 of the Civil Code of California, that "one who sells or agrees to sell goods by sample thereby warrants the bulk to be equal to the sample." It says that no sample of this barley was at any time exhibited or furnished by the seller. The barley lay in his yard. The purchaser's agent had examined it carefully, and on two occasions samples were taken for him by another party under his directions, which samples, so far as appeared, were taken without



TWO OF THREE PRIZE RIBBONS GIVEN AT ST. LOUIS TO SPROUT, WALDRON & CO., MUNCY, PA.

machinery, in which the reader is less interested than in the prizes awarded for attrition and feed grinding mills and for superior construction of Vertical French Burr Mills, the ribbons for which are shown herewith. It may be recalled that former expositions have required several or many months after they had closed before they could forward to those who were fortunate enough to be favored the medals that had been awarded them. The Louisiana Purchase Exposition therefore conceived the idea of immediately giving those who had been so favored a very attractive ribbon, that they might show to the world the distinction their goods had won and so receive the immediate benefits of such prize winning.

Without going into details already familiar it may be said here, in referring to these prizes, that

guarded. The grain receivers also are talking of organizing to employ protection for their own shipments should the railroads persist in allowing the matter to go unattended.

The principal complaint comes from the neighborhood of Brighton, thefts in the C., H. & D. yard at that point being especially annoying. There are numerous instances in which almost 100 bushels of grain have been taken from a car. There are several cases in which as high as 3,000 and 5,000 pounds have been missed from a single car.

The stealing has been so bad during the past few months that there is a belief that an organized gang of grain thieves is systematically at work in that section of the city. Wheat, corn and oats seem to be principally in demand, although rye, barley and other stuff is also taken.

the presence of the seller and without his knowledge. It did not appear that the seller ever saw the samples, the agent stating that he was not positive that he ever showed them to him. All that the seller knew at the time of the transaction was that it was customary for grain buyers to sample for themselves all grain that was for sale; that this agent had, in fact, selected and taken for himself samples of his barley, had sent a set of the same to his principal and retained a set in his office; and that the principal was acting entirely upon the representations of his agent to the effect that the samples taken and forwarded by such agent were, in fact, fair samples of the bulk of the barley. There was no act of any kind on the part of the seller conveying the slightest intimation on his part as to the correctness of the samples. It would be a novel application of the rule of warranty arising from sale by sample to hold that a vendor is to be held responsible for a sample that he has never seen or exhibited and concerning which he has made no representation and which was selected and taken by the purchaser himself or his agent upon any inspection of the property. On a sale by sample the law implies the warranty that the bulk is equal to the sample, upon the theory that by his acts and representations the vendor assures the vendee that such is the fact. It says that, where one makes or agrees to make a sale by sample, such act on his part is a representation that the bulk is equal to the sample—an affirmation that the specimen exhibited is a fair sample of the bulk of the commodity. The sale by sample contemplated by the law is one the circumstances of which indicate something in the way of representation by the vendor to the effect that a sample exhibited fairly represents the bulk. To constitute a sale by sample, it must appear that the parties contracted solely in reference to the sample exhibited; that they mutually understood that they were dealing with the sample as an agreement, or understanding, that the bulk of the commodity corresponded with it.

While the question as to whether the circumstances of a transaction show a sale by sample is, of course, a question of fact for the court or jury, there must be evidence fairly sufficient to support a finding of such a sale or it cannot stand. Taking the evidence in this case in the light most favorable to the purchaser, it disclosed no more than that the seller knew that the purchaser, through his agent, had personally inspected the barley, and, for the purpose of enabling himself to properly exercise his judgment as to the quality thereof, had himself, through his agent, selected and taken samples, and that he was basing his conclusion as to the quality of the barley and its value upon the result of such inspection and the samples selected by himself. This mere knowledge of the seller as to the means used by the purchaser in determining the quality of the barley, unaccompanied by any act of his, could not make the sale one by sample. It was clearly a case where the purchaser relied entirely upon his own examination and took such precautions as he deemed essential to satisfy himself as to the quality of the property without assistance of any kind from the vendor.

Nor does the court agree to the contention that if there was not an agreement to sell by sample, there was an implied warranty that the barley should be sound and in a merchantable condition when delivered upon the barge. It says that in California the question whether there is an implied warranty must depend upon the provisions of the Civil Code. Except for the section relative to sale by sample, no provision of it was applicable to this case, unless it was Section 1771, which provides that, "One who sells or agrees to sell merchandise inaccessible to the examination of the buyer thereby warrants that it is sound and merchantable." That section could have no application to this case for the simple reason that the barley was not only not inaccessible to the examination of the buyer, but was, as a matter of fact, inspected and examined by him, through his

agent, prior to the making of the agreement. It must, therefore, be held that there was no express or implied warranty on the part of the seller or any undertaking on his part, as to the condition of the property at the time of delivery; and it followed that the purchaser was not entitled to set off against the agreed price the damage caused by the rain to such of the barley as was received and accepted and used by him.

Other suggestions of the court were that the mere fact that payment for the grain was expressly deferred to the time of shipment and was to be made only as against shipping receipts, did not conclusively establish that the purchase was against shipping receipts only or that there was no agreement for a present transfer of the property. In the determination of the question what the agreement actually was, limitations as to the general transaction, privately placed by the purchaser upon the general authority of the agent and

ILLINOIS CENTRAL TERMINAL AT NEW ORLEANS DESTROYED.

Stuyvesant Docks, New Orleans, including its grain Elevators D and E, sugar sheds and cotton warehouses, located on the river front between Louisiana and Napoleon Avenues, were practically destroyed by fire on the night of February 26. Of 4,750 feet of wharfage at the docks, 3,500 feet were ruined. The two grain elevators, with 1,500,000 bushels' storage capacity, one leased by Harris-Scotten Company, and the other operated by the I. C. Ry. Co., were but partially occupied, one house being empty and the other but half filled with grain (about 550,000 bushels of corn); but a vast amount of merchandise in the sheds and warehouses was burned, and about 325 cars, many of them loaded, were destroyed. The new steel addition to the docks was also ruined, as well as a large



PART OF THE STUYVESANT DOCKS, NEW ORLEANS.—ELEVATOR D IN LOWER PICTURE.

not communicated to the seller, could not, under the circumstances of this case, play any part.

FREIGHT CLEARING HOUSE.

The project, discussed by members of the Kansas City Board of Trade, of establishing a freight clearing house, will be abandoned in view of the probable creation of such convenience by the Kansas City roads themselves, the work of the clearing house including the collection of freight bills. It is proposed by the roads to bond the grain dealers, so that the railroads may feel at liberty to deliver grain to the independent elevators of the dealers without fear for the freight charges. This will permit settlements of freight charges on a basis of elevator weights after cars have been unloaded, instead of on a basis of railroad track scale weight. This change is to be desired by the railroads as well as by the grain merchants.

E. Pfarrius, the New York grain exporter, on March 3, repurchased a cargo of 50,000 bushels of wheat sold by him to Antwerp and will bring it back to this country to be milled.

number of private buildings opposite the docks. The total loss is estimated at \$4,933,375.

It does not appear just how the fire originated. It was first seen in the grain conveyor of Elevator D, which had been in use that day, stopping at 3 o'clock p. m.; five minutes after 6 o'clock p. m. the fire was discovered. The head roundsman who made the discovery said that had he had an ax to cut into the conveyor, he could have extinguished the fire; but before this could be obtained the blaze was beyond control.

Elevator D, which was 300 feet long and 83.6 feet high, had 180 bins and receiving capacity of 300,000 bushels and loading capacity of 400,000 bushels in ten hours. The conveyor galleries over the docks, carrying grain to sea-going vessels, were 1,500 feet long and contained four separate belts with carrying capacity of 15,000 bushels of grain each per hour, feeding through a turn-head into forty-six loading spouts. As the elevator, which was designed and erected by James Stewart & Co., was supplied with a complete water system, standpipes and hose for fighting fire, the easy mastery obtained by the fire, even when discovered in its incipency, seems remarkable. Once beyond con-

trol and driven by high winds, which varied their direction from time to time, as if maliciously to add to the completeness of the fire's destruction, the conflagration, in spite of fire boats and the entire fire department on land, swept over the fated docks until it reached Louisiana Avenue, where there is a break in the line of docks, and exhausted itself at that point.

The ruins had not cooled before the officials of the road had begun rebuilding. As fast as it was possible to work at any point, a force of men was put to work removing debris and preparing the ground for new structures, this work going on by day and night. At the upper section of the burned area, where the additions to the wharf had just been completed, the pile-drivers began putting in a bulkhead in anticipation of possible high water. In the meantime a contract for rebuilding Elevator E was executed with Swift & Co., Chicago, who had built the old house, who began at once, the

MILL GRAIN STORAGE.

The rapidity with which the South is coming to the front as a grain producing section is being appreciated by the millers who are located south of the Ohio River. Their recognition of the fact is shown by the erection of modern elevators in connection with their mills.

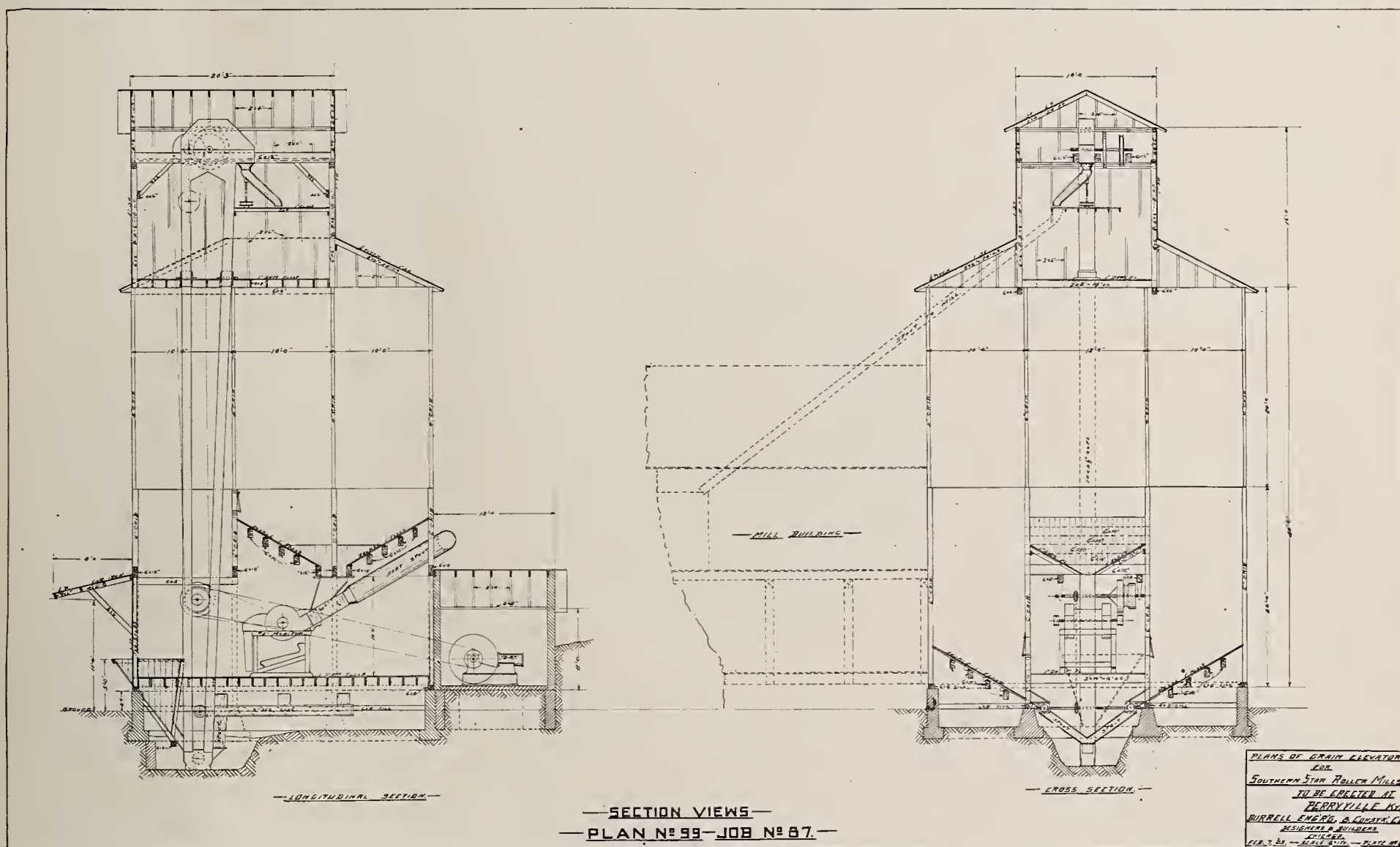
Among these are the Southern Star Roller Mills of Perryville, Ky., who have recently let a contract to the Burrell Engineering & Construction Company of Chicago for the erection of a 25,000-bushel elevator.

As the annexed plans show, the house will be modern throughout and will be a model one as well. The foundation will be rubble stone, on which will be erected the storage bins built up of yellow pine cribbing to a height of 40 feet, which will be surmounted with a cupola 16 feet high. The elevator proper will be 30x32 feet on the ground. The

for years to get quotations without stealing them and done so with more or less success. He still has a case in the U. S. Supreme Court against the Minneapolis Chamber of Commerce, involving that body's rights to its own quotations, which he has meantime been using. Hammoud is well known in Chicago, where he managed the Combination Investment Company, which failed in Chicago in 1899, leaving 1,200 creditors (who were in the combination, but not of it) and debts of \$280,000, with assets of \$25,000. He also had a Chicago record antedating this.

PORT COLBORNE ELEVATOR.

The proposed Port Colborne Elevator is in the Dominion parliament, the canal estimates including \$310,000 for the foundations of a 2,000,000-bushel house to cost, all told, \$1,100,000. It was objected that the scheme is too paternalistic to merit attention, and moreover the grain goes to



PLANS OF ELEVATOR BEING ERECTED FOR SOUTHERN STAR ROLLER MILLS BY BURRELL ENGINEERING & CONSTRUCTION CO.

old foundations having been found in perfect condition. This house is expected to be ready for operations in sixty days.

For the handling of current business the Port Chalmette Elevators, recently leased by the J. Rosenbaum Grain Company, and which are in excellent condition, as well as the houses on the opposite side of the river, operated by the 'Frisco and T. & P. systems, have been tendered the Illinois Central and its patrons, in order that there may be no interruption in the export grain business. As to general freight, the Dock Board of the city at once placed at the disposal of the Illinois Central 1,300 feet of wharf on the river, with authority to lay tracks thereon for use until the terminal was repaired, and freight of all kinds is being accepted and handled as usual.

The picture on the opposite page is used by courtesy of the I. C. passenger department.

The Agricultural College of Kansas has published a warning that the seed corn of that state may have been damaged by the excessive cold; and farmers in all parts of the state are urged to send samples of their corn to the College for examination.

power is to be obtained from a 12-horsepower Fairbanks Gasoline Engine, located in a brick power house, 11x12 feet, adjoining the elevator. The elevator will be equipped with one stand of legs fitted with 10x5½-inch cups, one No. 5 Monitor Warehouse Separator and all necessary transmitting machinery, such as rope drives, pulleys and belting.

The Burrell Engineering & Construction Company make a specialty of this class of work, and are fully equipped to take care of it.

BIG BUCKET-SHOP BUST.

That interesting aggregation known as the Coe Commission Company, headquarters at Minneapolis, with about 175 branches in the Western, and especially the Northwestern, states and Pacific Coast, went into the hands of a receiver on March 7, the break having been precipitated by a small judgment obtained in a Minneapolis municipal court. The debts are roughly estimated at \$200,000; the assets, (?) and office furniture. The erratic wheat market did up the concern.

The manager of this delectable concern was Geo. H. Hammond, a resourceful and nervy grain gambler, who has impudently fought the exchanges

Buffalo because it can be distributed from that point after the St. Lawrence is closed. Moreover, two-thirds of the grain arriving at Buffalo is not for export, but for consumption in New York and the New England states, and this is a main reason why Port Colborne and the Welland canal do not take that share of the traffic which some think it should take.

Mr. Emmerson, for the government, however, replied by reading from the interim report of the Transportation Commission a recommendation that the government itself build an elevator of a million bushels' capacity at Port Colborne, as part of the improvements in the interest of transportation.

Mr. Haggart, who was against the appropriation, asked why, when the Commission recommended an elevator of a million bushels, the government proposed to build on of two million bushels' capacity.

Mr. Emmerson said the reasons were economical, as it was thought better to prepare for the future.

Incidentally it came out that the Wolvin syndicate and a company of Toronto business men were each ready to build an elevator at Port Colborne, but each wanted exclusive rights in the harbor, and this latter claim was one of the reasons which led the government to undertake it itself.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

REORGANIZATION OF THE NATIONAL ASSOCIATION NECESSARY.

Editor American Elevator and Grain Trade:—Replying to your favor of 25th ult., will say that I was one of the committee appointed for the purpose of ascertaining the advisability of consolidating the National Hay and Grain Dealers' National Associations. The decision of the majority present was against the consolidation; and I do not care to discuss its merits or demerits at this time, although I was in favor of such movement at that meeting.

The future of the Grain Dealers' National Association now depends upon a reorganization, which must be without the affiliated idea, for that has proven a failure. The National Association must not be subservient to any state organization, if it is to succeed; and the affiliated idea has been a source of contention and petty jealousies ever since it was adopted.

The future plan will be an independent membership with \$10 annual dues; and the membership from that source will be great enough to sustain such an organization, which can proceed to do a great work with the very best of talent employed, and it will not be subject to the drawbacks which state affiliation has so long caused.

Yours very truly, S. S. TANNER.
Minier, Ill.

FAVORS REORGANIZATION.

Editor American Elevator and Grain Trade:—Upon my return home I find your esteemed favor of the 25th ult., and hasten to reply. The subject is one that is very dear to me—the future of the Grain Dealers' National Association. I had the honor of being a member of the committee you refer to, that was named for the purpose of investigating the advisability of merging the Grain Dealers' National Association with the National Hay Association. The idea at first struck me as being a very good one for both organizations (as many of the members were members of both associations; in fact, all the principal active workers in the Association were joint members); but the more I thought of it the more inadvisable it seemed, and after careful deliberation I voted against the proposition at the final vote at the meeting of the two committees in Washington.

My reason for so doing was that the Grain Dealers' National Association could, with changes that are in contemplation, be made equal to if not a much stronger organization than it has ever been; and if the changes contemplated are perfected, the large dissatisfaction that is prevalent will react in such a manner as to accomplish this end and place the Association on a better foundation than ever. This feeling is not an individual one by any means, but is one that is voiced by all of the leading members of the Grain Dealers' National Association.

Our president, Mr. R. B. Schneider, is a man that I very much admire, and if anybody can pull the Grain Dealers' National Association out of its present rut and bring it back to the national prominence it has had and will continue to have in the future (only increasing in its scope) it is Mr. R. B. Schneider. But Mr. Schneider must have to assist him in this an energetic, hard-working, painstaking secretary, as you well know all associations of whatever character largely depend upon their secretary to originate and carry into effect ideas that are to the interest of their members, and when that is not done, no matter how strong the association is, it will naturally fall by the wayside.

Referring to the advisability of doing away with affiliating membership and confining the Association entirely to individual membership, I am

heartily in favor of this, for I believe it is the proper thing to do. We might lose a good many members, but what we would lose in quantity we would make up in quality, and as you are well aware, quality is what makes any and all organizations effective.

You ask for my opinion of matters and I have given it to you very plainly, as I am always outspoken in everything and make no exception in this case. The question you refer to will no doubt come up at the next national meeting and be one of the important matters brought forward.

Yours very truly,
Portsmouth, Ohio. H. S. GRIMES.

WHERE THE TROUBLE LIES.

Editor American Elevator and Grain Trade:—The question that is now occupying the minds of those interested in the welfare of the Grain Dealers' National Association, as to means which can have a tendency to make it more effective, is a serious one. The Grain Dealers' National Association should be the most effective organization of its kind in the country. In it should be merged all the important grain interests, both minor and major, of the entire country. With such an organization, the opportunity for betterment of trade conditions, the pressure that it could bring to bear toward correcting existing evils, and the beneficial results that would follow active co-operation, are too great to be estimated.

If a sufficient number of dealers could be found who would join the National upon an independent basis, it would unquestionably make a stronger organization. The way the National is now formed leaves much opportunity for the injection of petty state jealousy into the organization and for the exploiting of political methods that would discredit a ward caucus of the Bowery. In addition, some of the state affiliated associations have been extremely negligent in the matter of paying dues; and at least one organization has absolutely repudiated its obligations and in a manner which is certainly disgraceful to its directors.

It would certainly be beneficial for means to be devised that would strengthen and fortify the power of the National Association, as in it lies the nucleus for the most powerful and helpful factor that this branch of trade has yet to know.

Yours truly, W. S. WASHER,
Sec'y S. R. Washer Grain Co.
Atchison, Kan.

A FORM OF REORGANIZATION PROPOSED.

Editor American Elevator and Grain Trade:—Being a director-at-large in the Grain Dealers' National Association, it may probably not be proper for me to express my views in print regarding the National Association, as you request; but as the Association must be put in condition so it will be of more benefit to the general trade, and having gone on record in the matter, I will give you my opinion of what I think the Association should be.

In the first place, in my judgment, the experience of the Association shows that the affiliated membership is not the correct principle of organization, and therefore the membership should be a direct one; for if any influential member of any of the state associations feels that his state association should not continue to belong to the National Association and pay the National dues in accordance with the by-laws, he can create dissension and take away the support of the state association from the National Association.

In the reorganization of the Association on a direct-membership basis, it should be the aim of the Association to work on broad lines so as to be of general good to the trade at large, and to work to a point where a membership in this Association would be a credit to each and every member.

We should have a membership committee to pass on the applicants for membership; members should sign application blanks and agree to abide by the rules; and we should have our rules and by-laws so that a member would be compelled to arbitrate differences which might arise in trade. Also, the arbitrators should be the secretary and attorney of the Association; and in the event of the parties

being dissatisfied with their decision they should then have appeal to an appeals committee. This would then take away from the members the burden of the first arbitration, and the appeal would only devolve on the members who would be appointed on the arbitration appeals committee. This would give an assurance to the parties arbitrating that they would have full protection.

The rules also should be such that members of this Association would do business on business principles, and that they should report to the Association all dealers East or West who do not do business honorably. This would eventually bring about a much better condition in the grain trade; and the membership then would be sought for just as is to-day a membership on the Chicago Board of Trade or that of Minneapolis or New York.

Then, again, the question of freight rate discrimination—which has become quite a factor in the past year, and which shows that there are still some favored firms on some of the large systems of roads—should also have the attention of the Association; and, in fact, any other matters that would be of benefit to the membership in general.

We believe that there would be enough firms who would be willing to have the Association reorganized on broad lines and high ideals, and who would gladly pay \$10 per year; but as so many grain dealers are also dealers in hay, it occurs to me that if the National Grain Dealers' Association and the National Hay Association could be merged into one association, it would strengthen both associations and give them more power and standing than by each working separately and independently; and I hope that these two associations can get together some day and become one.

Yours very truly,
HENRY L. GOEMANN.
Toledo, O.

RE THE ORGANIZATION OF THE G. D. N. A.

Editor American Elevator and Grain Trade:—Noting your favor of recent date, asking my opinion on certain questions, I would answer as follows:

First. What do I think of the proposed merger of the Grain Dealers' National Association and the National Hay Association?

I believe the grain men of this country are capable and able to maintain an organization to be operated expressly for their benefit. If such an organization cannot be maintained, then it is preferable that they should not have one than to merge with other interests.

Second. What would be my opinion of the plan to reorganize the present Grain Dealers' National Association, making its dues \$10 per year for each member; such membership being entirely separate from and having no relationship to state associations and doing away with affiliation entirely and going back to the original organization of the present National Association?

You will remember this was the basis on which it was organized. The plan met with serious opposition; in fact, I believe your paper at that time opposed direct membership and strongly advocated the present plan, as did all other grain dealers throughout the country.

We found it impossible to maintain a membership of sufficient strength to carry through the national organization by direct membership. It placed that organization in direct conflict with the interstate associations. I do not believe a direct membership organization, having no relationship to various state organizations, could possibly be a success; in fact, we do not care to be a member of such an organization. It would look to us more like the present National Board of Trade, with a big name, but no objects to be accomplished.

What I do believe is that the present plan of affiliated organizations should be made better, both by a closer understanding between the various organizations and more money paid into the national treasury. This can only be done by presenting to the various state organizations the actual conditions which exist and advising what must be done to bring about a better condition, or else it

will mean the abandonment of the national organization as far as they are concerned.

What object would a dealer in the country, now a member of a state organization, have in maintaining a \$10 membership in the national organization operating on objects that would have no benefit to him as far as he could see, and which in practice would affect him in such an indirect manner that he would never be able to feel the results? I find this true by experience.

We do not believe the secretary of the national organization should be independent of state influences. He is working for that which benefits the situation at large.

My views in the matter are that unless the present national organization can be maintained under its present method of organization, then dissolve it and quit. This is preferable to an organization such as you suggest. The very fact of allowing the present national organization to go out of existence would bring home to the grain men of the country at large (and by that I mean the shippers, who are the people interested) that they are engaged in the only business in the country which cannot maintain a proper organization looking towards their mutual benefit. This, of itself, would unquestionably bring them to their senses and cause a reorganization with means of proper support. That is the only point against the present national organization—that it is not supported.

Yours truly,
W. H. CHAMBERS,
General Manager Peavey Elevator Co.
Minneapolis.

A NATIONAL ASSOCIATION NECESSARY.

Editor American Elevator and Grain Trade:—We are advised that there has been some discussion among the leaders of the Grain Dealers' National Association as to whether or not it would be a good idea to reorganize that Association more along national lines and divorce its management entirely from the state organizations and make it a national association in fact, as well as in name.

This appeals to us. We believe if this is done it will greatly strengthen the organization. It can then look after national questions, and leave the state organizations to solve questions within the states. This really has been the practice in the past; and the affiliated association plan under which the organization is now working leads to discontent and is liable to cause dissatisfaction and division into state or sectional factions. This we think detrimental to the growth of the Association and the good of the grain trade as a whole.

The Grain Dealers' National Association has done a good work, and we believe that the good of the trade demands an organization of this kind. We know it would be very disastrous to the business of those engaged in the grain trade to have our national association go down.

We are perfectly willing that the dues be advanced to \$10, and think they should be. An association that is not worth \$10 to anyone operating an elevator is not worth much. With such annual dues we would have ample means at our disposal to pay the secretary a reasonable salary, employ able counsel and be in a position to assist other national associations in solving questions of national importance.

Yours very truly,
GOODRICH BROS. HAY & GRAIN CO.
Winchester, Ind.

NEW NATIONAL ASSOCIATION.

A number of country grain buyers, employees of line elevator companies, held a meeting at Minneapolis on March 2, and organized an association which they called the American Grain Buyers' Association. The Association is national in scope and will embrace grain buyers in the various states, the buyers of each state forming a subdivision. The following were elected officers of the Association:

President, Charles L. Ward, Ellendale, N. D.; vice-president, William Steele, Delhi, Minn.; secretary, Edward Barrett, Atwater, Minn.; treasurer,

E. H. Fuller, Wheaton, Minn.; Minnesota member of advisory board, C. C. Gleason, Kasson.

The following officers of the Minnesota division were elected: President, Andrew Frederickson, Dodge Center; vice-president, O. F. Johnson, Reading; secretary, Milo Billings, Bingham Lake; treasurer, Charles Liem, Bingham Lake.

The first annual convention will be held in Minneapolis on July 11, 1905.

The purpose of the Association is the promotion and advancement of the business and social welfare of its members and the interests of their employers.

HORACE B. DYE.

Among the pushers of that lively local organization known as the Arkansas Valley Hay and Grain Dealers' Association is Horace B. Dye, manager of the extensive business of the Beaty Mercantile Co. of Manzanola, Colo., and one of the men who may be called the creators of the industries in that famous valley east of Pueblo.

Mr. Dye removed from Ionia, Mich., in the spring of 1881, with his parents, to Colorado, the family locating at Rocky Ford, the town that has since made the Arkansas Valley famous for its luscious cantaloupes and juicy watermelons, for which this valley has no equal at home or abroad, and of which last year the shipments reached twelve hundred cars.

Having attended the public schools at Rocky



HORACE B. DYE, MANZANOLA, COLO.

Ford for three years and studied at the Colorado State Agricultural College for three years, Mr. Dye returned to Rocky Ford in 1887, at the age of 18, to engage in the grain and implement business with his father, under the firm title of B. U. Dye & Son. This business was successfully carried on for the period of eight years, and during that time the firm were subscribers to the building and maintaining of the first canning factory and flouring mill and elevator in the valley east of Pueblo, as well as one of the largest irrigating canals and other enterprises that have aided to bring about the splendid farming and fruit growing condition to be found in that section.

In the spring of 1895 Mr. Dye moved to Manzanola, a prospering town of the valley, where he engaged in the general mercantile business with the Beaty Bros., pioneer settlers and cattle men, the title of the firm being The Beaty Mercantile Company, of which J. N. Beaty is president, J. W. Beaty, treasurer, and H. B. Dye, secretary and manager.

The Beatys established this business in 1863, ten years before a railroad came, freighting their grain and supplies with ox team trains. Since that time a great change has taken place. The Indian has given way to the homeseeker, who, through his perseverance and cultivation, has caused the seeming barren wastes, covered with the cactus and sage brush and inhabited only by the savage, the buffalo and the deer, to blossom like the rose—the rich and fertile loam, bathed with sunshine and moistened by irrigation, being conducive to the

growing of field and garden products rarely equaled elsewhere.

Since becoming identified with The Beaty Mercantile Co. Mr. Dye has built a large brick building in Manzanola for the accommodation of their large, increasing business and has established branch stores at neighboring towns, such as The Beaty-Stubbs Trading Company at Fowler, The Rocky Ford Trading Company at Rocky Ford, and The Ordway Trading Company at Ordway.

The combined shipments of the firm during the season just closing aggregated nearly fifteen hundred cars, consisting chiefly of alfalfa hay, alfalfa seed, grain, beans, apples and honey, these products being shipped chiefly to Texas, Louisiana, Arkansas, Missouri, New Mexico, Arizona and Mexico. The hay and grain industry of this section is very active. Trainloads of grain are distributed through the valley daily by the Atchison, Topeka & Santa Fe Railroad, where thousands of sheep and cattle are being fed for the Eastern markets.

Mr. Dye is secretary and treasurer of the Arkansas Valley Hay and Grain Dealers' Association, which was organized two years ago, and which brings together twice a year representatives of one of the largest industries in the valley, where the right hand of fellowship is extended and much good accomplished through hearty co-operation and good feeling towards one another.

NEW SECRETARY OF WISCONSIN GRAIN DEALERS' ASSOCIATION.

At a special meeting of the directors of the Wisconsin Grain Dealers' Association at Milwaukee, on March 9, the resignation of C. G. Julius Spoerri was accepted and M. H. Potter of Chicago was elected in his place. Mr. Potter has been with the Mueller & Young Grain Co. of Chicago for several years past and is thoroughly familiar with grain and railroad interests. He will make his office in the Mitchell Building at Milwaukee.

The directors also took steps to further the interests of the reciprocal demurrage measure, now before the Wisconsin Legislature. This measure originated with the directors of the Wisconsin Association and the grain dealers of the state generally desire that it shall become a law. Its provisions are fair to shipper and railroad alike and grain dealers and shippers generally ought to see to it that the bill is passed at this session of the legislature.

THEY WERE TAKEN IN.

The Farmers' Elevator Company of Bushton, Coles County, Ill., is one of the victims of a brace of Cincinnati sharpers operating as Overstreet & Co., "commission merchants." On March 1 the president of the company lugged into Cincinnati a dishonored draft for \$407 and much anxiety to meet the company's "receivers." He didn't find the nice young men he was looking for, who, after having been for several weeks the subject of numerous enquiries of a particular nature, had suddenly left town about a fortnight before the farmer came to town.

Overstreet & Co., who had no connection with the Chamber of Commerce, advertised freely as "making a specialty of car lots;" and the president of the company named informed his attorney at Cincinnati that they had taken in a great many farmers (who, perhaps, were looking for just that sort of men—who would handle their stuff so much cheaper than regular commission men who are members in good standing of the regular exchanges). It is estimated from the complaints registered with regular commission merchants that Overstreet & Co. had picked up about \$15,000 by catering to the farmers' idea of getting their commission services done at a cut rate.

Buyers of oats and barley in Minneapolis, for consumption in the Philippines and Japan, are said to have made very handsome profits.

THE BOY SOLOMON ON CORNERS.

Our Boy Solomon says: Successful wheat corners are rare.

May wheat squeezes which develop in February are not lasting. They may give some shorts heart failure and disturb legitimate conditions for several weeks. Big stick now is the scarcity of contract grades. It makes this a favorable season for manipulation. Czar Gates and friends have taken advantage of it. They have scared some shorts in and turned a dead May market into a lively one. They would rather bag their profits now if the shorts will permit, than take a chance on burying the corpse in May at these prices. How large is the remaining shortage?

Old Hutch's corner in 1888 was the most successful one. It was unexpected, and developed last two days of September. Chicago advanced from ninety cents to two dollars. Jack Cudahy was principal sufferer. He had made millions on the short side, raking in the big premiums on futures, with the Big Four. He has made millions since. Poor Hutch died almost broke. His son paid our small claim. Hutch liked to fill up or bail out the Chicago crowd. He found as others have that the grain markets cannot be entirely controlled very long by any man or set of men.

Joe Leiter's reign was more recent. He had great success on the bull side for several months. He fooled Armour for a while. Natural conditions favored him. He expected a May famine. He marked up his goods. The actual wheat, supplemented by prospect for a big crop, absorbed his counterfeit millions and seven real millions. Two red here was up to 1.65 in May, but he stopped buying at 1.55. Chicago May was up to 1.85. Many think he could have marketed his load at 1.25 profitably. He had nerve, honor and plenty of money, but lacked experience. We had the pleasure of handling over a million of actual wheat here for him. Several times he thanked us by wire for executing orders five cents bushel better than his limits.

Harper broke a bank on wheat in 1887.

New York Herald gives an account of the wheat deal. Harper had seven Cincinnati capitalists in with him. They did not do as they agreed. Result was he and his bank went broke in June trying to corner July wheat in Chicago. He took his medicine in the Columbus penitentiary. We saw his cell in Bankers' Row there the other day. He is now successfully managing a large steel company. Our firm had a junior partner in those days. He lost his money on the deal, took eight thousand dollars with him, also another man's wife, skipped West and deserted his family. He was a brilliant man, but had a weak spot. He loved strange women, wine and song. St. Peter has since settled with him. His deserted wife married happily. Writer assumed his work, but not all of his vices.—C. A. King & Co. Circular, February 18.

MEMPHIS HAY AND GRAIN DEALERS.

The Memphis Hay and Grain Association (incorporated) on February 21 elected permanent officers in the persons of Chas. D. Jones, president, V. L. Rogers, vice-president, and John B. Edgar, secretary.

One of the earliest acts of the Association was, on February 25, to express a mild protest against the action of the L. & N. and Southern Railroads in announcing a reduction of rates on grain and grain products from Louisville and Ohio River crossings to the Carolinas. The Association pointed out that instead of these roads equalizing the rates as they claim to have done, between Ohio River crossings and Nashville and Memphis, they have so discriminated against Memphis as to favor those other cities with a rate advantage of 5 cents over Memphis.

A controversy at Cincinnati over a matter of damage to hay delayed in transit to Richmond, Va.,

dragging along unadjusted for about two years, was satisfactorily arbitrated recently by the Union Grain and Hay Co. and the C., N. O. & T. P. Ry. Co., Chas. B. Murray, superintendent of the Cincinnati Chamber of Commerce, acting as arbitrator.

THE "EUREKA" COUNTERBALANCED WAREHOUSE AND ELEVATOR SEPARATOR.

While many different types of grain cleaners have been placed upon the market for elevator cleaning, few have been able to accomplish more than indifferent results, and others have proven utter failures. So to-day the elevator operator in selecting his cleaning equipment has come to consider only such machines as have stood the test of time and which have demonstrated the highest possible degree of efficiency in operation.

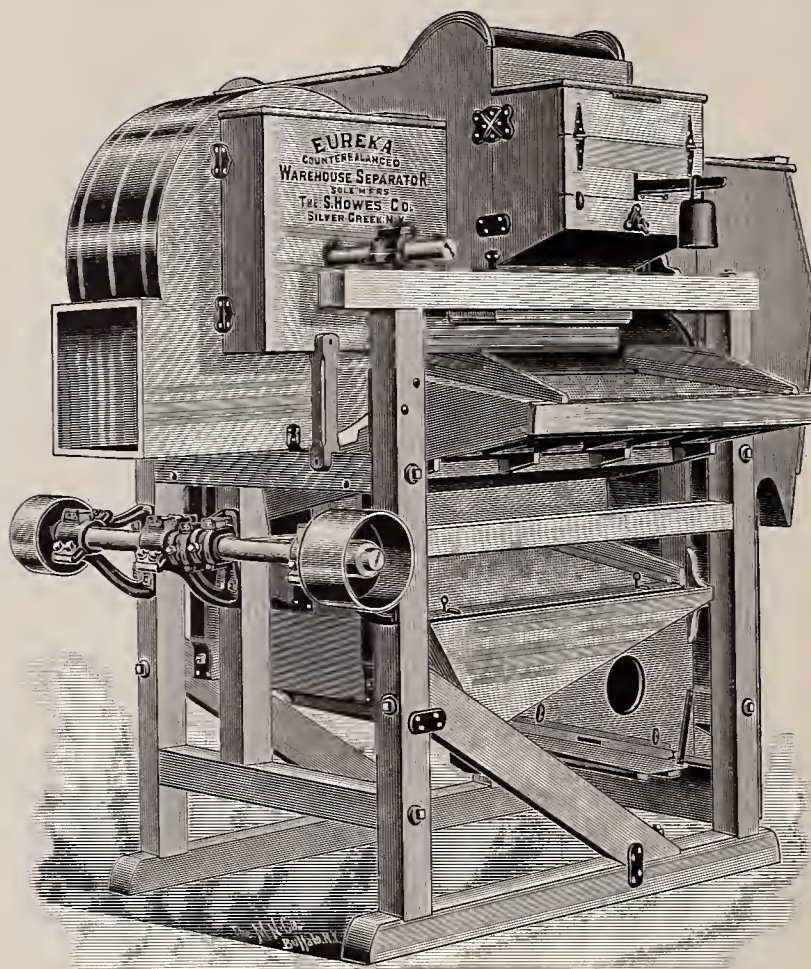
We illustrate herewith the "Eureka" Counterbalanced Warehouse and Elevator Separator, manu-

the machine in a perfectly clean condition. The screen equipment consists of four sieves, a large scalping screen for throwing off the larger material, two main cleaning screens and a sand or cockle screen. This arrangement gives repeated sieve operation so necessary for close and effective separations and which are not provided for upon the ordinary elevator cleaner.

This separator is built in several sizes to suit capacity desired and further particulars may be had by addressing The S. Howes Co., Silver Creek, N. Y.

INSPECTOR TEDFORD IN KANSAS CITY.

Chief Grain Inspector Tedford of Missouri has removed his headquarters from St. Louis to Kansas City, with his office in the Board of Trade Building. The St. Louis inspection office will be in charge of N. C. McFears, deputy grain inspector, and O. J. Miller, chief weighmaster.



EUREKA COUNTERBALANCED WAREHOUSE AND ELEVATOR SEPARATOR.

factured by The S. Howes Co., Silver Creek, N. Y., which has long been upon the market. It is claimed that the results derived from the use of this machine cannot be equaled where close work with large capacity is required. As its name implies, this machine was designed with a special view to meet the requirements of elevator cleaning and to perform better separations than can be had upon the ordinary cleaner offered for this purpose. The manufacturers state they have improved this separator from time to time as the more exacting requirements of elevator work have presented themselves, and it now embodies every worthy feature essential to a perfect and satisfactory cleaner.

In its construction the lateral or side shake movement is adopted. There are two shoes, both driven from the same shaft at opposite eccentrics, each counterbalancing the other so that the machine runs smoothly without jarring or vibration. There are two strong controllable air separations. The first operates upon the grain as it passes from the automatic feed hopper in a thin, even stream through the wide suction trunk, removing light screenings which are deposited in the screenings tip. An opening in this tip allows a current of air to clean the screenings of all dust and chaff. The second air separation is effected as the grain passes from the machine through the tail separating leg, the heavier screenings being separated at this point and deposited in a separate tip, the grain leaving

By virtue of an order by the Illinois Railroad and Warehouse Commission the railroads which have been levying "inspection track" charges on grain shipments in East St. Louis will be obliged to discontinue the practice, the Commission declaring that if the roads resist, proceedings are to be commenced against them to enforce the order of the Commission. This order was dated January 13, 1903, but (owing to a fatal accumulation of 13's or peanut politics?) has not been enforced. Now, however, the Commissioners announce that the order will be enforced to the letter, and that hereafter, in accordance with its provisions, all shippers will be allowed a reasonable time in which to direct where grain shipments shall be delivered. The Commission asks that all violations be reported, and promises that the attorney-general will begin proceedings immediately if the roads continue to insist upon making the charges. The penalty is a fine.

The charges have been worrying the St. Louis grain men for a long time, nearly all the roads, despite the order, having continued to levy the charge, which averaged \$2 a car per day, and was in addition to the switching charge. This applied from the time a car reached the terminals, and allowed the shipper no time in which to place his grain and order delivery. The Commission rules that a "reasonable time" is from two to three days, depending upon circumstances.

IN THE LEGISLATURES.

Indiana.—The Indiana House of Representatives on February 22 adopted the new House bill creating a railroad commission with power. The bill had previously passed the Senate. The commission created by this law will be composed of three persons, and will have power to adjust freight and express rates, supervise passenger traffic, and adopt the regulations necessary to govern car service and the location of switches and sidings.

Kansas.—The Senate of the Kansas legislature on February 22 passed a bill giving the railroad commission of that state power to make, on complaint, changes in freight rates. It is said by an Associated Press correspondent that this bill is a railroad measure and was opposed by shippers. Apparently the bill is the compromised bill that is known as the Garver bill, having been drawn by Judge T. F. Garver, a leading attorney of Kansas, resident at Topeka, as a substitute for the Plumb bill. The essential provisions of the bill are (1) that the state Railroad Commissioners shall revise any rates which on investigation they shall find to be too high or to be unjustly discriminative; and (2) that the rates determined by the Commissioners shall go into effect in thirty days after notice to the interested parties, and shall prevail until set aside by a court. The bill contains provisions for the protection of the small shipper, and especially for the small shipper who might be afraid to make a complaint or cannot afford to press it, the Commissioners doing so on their own motion. The bill provides further that in case of unjust interstate rates the state Railroad Commissioners shall call the attention of the Interstate Commerce Commission to the matter and seek a remedy through that body. The Garver bill is said to be strong in the House, and to have the endorsement of the governor. Its favor with the railroad interests is doubtless due to the fact that it is less radical than the Plumb bill, which was substantially a copy of the Texas railroad law.

Another bill passed by the Kansas Senate is the Stewart bill, which provides that any warehouse or elevator proprietor may issue certificates as evidences of the fact that certain property is stored in his building, such property being fully described in said certificates, and that such certificates may be considered as evidence that the legal title to the property described is in the holder of said certificates, thus enabling dealers in grain, produce and the like to buy and sell these certificates, transferring ownership of the commodities by transfer of the certificates. The bill provides that no certificate may be issued unless the goods described in it are actually in the possession of the warehouseman issuing the certificate, and that such goods must remain in his possession without alteration or removal until the certificate is presented and taken up by the person or firm issuing it. The law provides for the usual penalties for the utterance of false certificates, their alteration or destruction, or for removal of the property against which certificates may have been issued.

A bill before the Kansas legislature providing for the abolition of the weighing sections of the state grain inspection and weighing department was killed in the Senate on February 27. The opposition to state weighing was based on the claim that it is an unnecessary expense, as settlements for grain at the Kansas City and other state terminals or gateways are not made on Kansas state weights, but that of destination points or of elevator at which the grain is unloaded. The bill provided as an amendment to the present law that state weighing should be at the option of the owner of the grain and not obligatory. The amendment contemplated that shippers satisfied with private or ex-state weights might notify the department that they did not wish to pay the extra expense of state weights, and as the notice required was from both buyer and seller it could not be given until after the car should arrive and be sold, when it would be at once sent to the buyer's delivery point and the department would have no further concern with

it than simply to let the car alone. Unless, therefore, the bill is in some way revived, the weighing of grain inspected at Kansas points will be obligatory and shippers will be required to pay the fee as at present.

The Grain Grading Commission, which annually fixes the grades of new crop grain in Kansas, is under fire, a bill having passed the House to abolish the Commission, whose duties will be performed by the inspection department, with whom hitherto the said Commission has acted in an advisory capacity, at the cost of about \$1,000 per annum.

Montana.—The Montana House on February 21 passed a bill which provides for the creation of a railroad commission composed of three commissioners at a salary of \$4,000 per annum and a secretary at a salary of \$2,400, the legislature to name two of the commissioners and the governor the third. The Commission is vested with authority to fix rates and compel adequate service, and for failure to comply with its orders fines are provided. Appeals to the courts also are provided for the protection of both railroads and shippers.

Texas.—Various local boards of trade in this state have adopted resolutions of protest against the adoption of a bill before the legislature creating a state grain inspection department.

North Carolina.—A bill has been favorably reported to the North Carolina House, which would make illegal in that state the buying or selling of grain, cotton or stocks for future delivery. The friends and opponents of the bill had an exhaustive hearing by the committee, the opposition to the bill being based on the argument that it was too comprehensive in its scope and did not differentiate between legitimate trades in these commodities through firms which are members of stock, cotton and grain exchanges in their branches in North Carolina, and bucket-shops pure and simple. The committee appears to have yielded to the influences represented by Mr. Woodward, author of the bill, who characterized all public exchanges as "associations of gamblers," and argues that, barring the small amount of business done by merchants and millers as a hedge to the legitimate trades, the bulk of the business done by all of the shops, whether they are in the strictest sense bucket-shops or are branches of or members of an exchange, is in reality a gambling enterprise. The bill reported provides that no person shall be "excused" on any prosecution, meaning that witnesses shall be compelled to answer all interrogations put to them without reference to their own position in the trade or deal under examination, and that the deposit of margins and absence of physical delivery shall be taken as absence of intention to make delivery and, therefore, prima facie evidence of guilt.

Minnesota.—Representative Landeen has introduced a bill in the Minnesota legislature that would require railway companies to provide track scales at all stations whence fifty carloads or more of grain are shipped annually. At such stations the company would be required to weigh each car before and after loading for shipment and issue to the shipper a written receipt showing said weight. The railroad and warehouse commission would be required to enforce this law.

A bill has appeared in the Minnesota legislature to repeal the so-called distance tariff law, now a part of the railway and warehouse commission law. The law forbids a larger charge for a shorter haul than a longer one. The bill does not seem to have any friends in the grain and warehouse committee.

Representative Peterson of New Ulm has introduced a bill providing that all commission firms dealing in futures on grain, stocks, etc., shall take out a license. The bill has been drawn to cover only the concerns dealing in futures and does not touch those doing, as the Minneapolis Tribune (farmers' organ) puts it, "a bona fide selling business." The bill provides for a yearly license fee of \$2,000 in cities of 50,000 or upwards, \$1,500 in cities of 20,000 to 50,000, \$1,000 in cities of 10,000 to 20,000, and \$500 in cities of less than 10,000.

The resolution of the North Dakota legislature asking the Minnesota legislature to enact a law requiring terminal elevators to pay shippers for

the screenings taken out of their wheat, was considered by the Senate grain and warehouse committee. Mr. Magnuson, of the elevator committee, asked for his views, stated that there was nothing whatever in the contention of the farmers from North Dakota that they were losing large sums of money on the screenings proposition. The farmers, by cleaning their own wheat, could keep their screenings, and if they preferred to sell the wheat unscreened they should not be heard to complain. The payment of the freight and the expense of cleaning more than made up for the value of the screenings. It was finally decided to inform the North Dakota legislature that any legislation from this standpoint would be impracticable.

The same committee has under consideration certain changes in the grain and warehouse laws of the code. The issuance of slips by elevator companies, instead of the regular grain receipts, caused some discussion. It was agreed that this was a vice of far-reaching proportions and one against which the law could not be made too drastic. Under the code law, as amended by the Railroad and Warehouse Commission, the issuance of such slips is deemed a misdemeanor. Senator Wilson thought the acceptance of the same should also be declared criminal, but it was explained that sometimes farmers accepted such slips unwittingly from the elevator agents, and it was thought that a hardship might be done in some cases in the adoption of such an amendment. The committee instructed Senator Wilson to draw an amendment and submit it to the committee for consideration. Only warehouse receipts, regularly numbered, will be lawfully receivable or tenderable for grain. On the return and surrender of receipts and payment of lawful charges, the grain shall immediately be deliverable to the owner, according to the code provision. At the request of Mr. Magnuson, an amendment was inserted whereby facilities for receiving and shipping the grain must be provided before charges for storage cease.

Representative Ware of Northfield has introduced a grain tariff bill which fixes a maximum rate on grain carried between Minnesota points of one cent a ton for each mile hauled. Railroads are forbidden to charge a higher rate on penalty of \$1,000 fine for each offense.

Representative Wallace of Minneapolis has introduced a bill providing for the establishment of hay yards by the state Railway and Warehouse Commission at convenient points on railway lines at the terminals, and the railroads are to deliver hay and straw at these yards for the purpose of being inspected and weighed. Suitable track scales are to be installed at the hay yards at the order of the Commission and are to be under the direction of the weighmasters of the Commission. Authority for the appointment of weighmasters under the chief weighmaster of the Commission is given, and the regulations are to be in conformity with the rules of the Commission as to the weighing of grain. The Commission is to have power to fix the rate of compensation for inspection and weighing, and it is provided that the revenue shall be sufficient to maintain the expense of inspection and state weighing. Decisions of the inspectors shall be conclusive as to the character of the hay or straw weighed, and the fees are made a first lien on the hay and straw inspected. Grades are to be fixed for hay and straw once each year, and provision is made for publishing the grades in a daily newspaper at each terminal point for the space of a week. The bill authorizes the sale of hay and straw on sample, such as is now done in the sales of wheat, oats and other cereals.

North Dakota.—A joint resolution has been adopted by the North Dakota legislature calling the attention of the Minnesota legislature to the disposition of wheat screenings in that state. The author of the resolution in the debate thereon said: "In nearly every car of grain there is from 100 to 150 bushels of dirt, or screenings. The farmer pays the freight on this dirt to market, and after it reaches Minneapolis and Duluth it is taken out and sold for prices ranging from \$7 to \$20 per ton, making a very desirable profit." The reso-

lution asks the Minnesota legislature to pass such laws as will require the receiver in Minnesota to pay the shipper for the said dirt and screenings.

The North Dakota legislature adopted resolutions addressed to the Wisconsin legislature requesting that body to adopt the bill before it creating a state grain inspection department for Wisconsin.

Missouri.—A bill has been introduced in the Missouri legislature that would make it unlawful for one corporation to hold stock in any other corporation. It is especially aimed at the Terminal Railway Association of St. Louis.

Among the bills before the Missouri legislature is the Dickinson bill to increase the powers of the State Board of Railroad Commissioners. It provides that—

All orders of the Board of Railroad and Warehouse Commissioners shall become effective as ordered by said Commissioners, until stayed, suspended or annulled by decree of a court of general common law or equity jurisdiction, and all orders of said Commissioners shall be binding and in full force pending appeal. The penalty is a fine of \$100 to \$500 per day.

In the debate a senator said: "At present the railroads can delay putting into effect orders of the Board for years by dragging cases through the courts. It is almost a farce to expect effective regulation of rates when they can only be established practically by the sufferance of the railroads."

Nebraska.—A bill to supplant the Ramsey law in Nebraska has been introduced by Representative Warner. In addition to requiring the railways to provide sidetrack facilities for all elevators costing \$3,500 and upwards, it also provides—

Sec. 2. All shippers of grain, live stock and other freight in carload lots, whether as individuals shipping their own grain or freight, or as persons, firms, corporations or associations engaged in the general business of buying and shipping as aforesaid, shall apply in writing to any station agent nearest to point at which cars are wanted, or any other person in charge of the railroad company's business at a shipping point, stating the number of cars desired, when desired, and for what class of freight cars are to be used, and at what point of the railroad line such cars are wanted, the same being some place at which the railroad company usually leaves cars to be loaded and unloaded, and also the destination of such cars.

Sec. 3. It shall be the duty of the railroad company to supply all the cars so applied for at such station or point on the line within a reasonable time; if, however, there be such an unusual demand for cars that the railroad company cannot fill all applications within a reasonable time, it shall apportion the number of cars to each shipping point as nearly as it possibly can be done according to the amount of grain ready to be shipped from such points, without favoritism or to the prejudice of any town or shipping point.

Sec. 4. Whenever there shall be such an unusual demand for cars that it shall be impossible for the railroad company to supply the same it shall fill all applications for cars proportioned to any given shipping point in the order requested; provided, that individuals shipping their own grain or freight, and persons, corporations or associations owning, operating or controlling elevators or engaged in a general grain and shipping business, shall be entitled to cars proportioned according to the amount of grain each applicant has ready for shipment at time of application.

Sec. 5. It shall be unlawful for any individual, person or any agent, manager, officer, or any other person for and on behalf of any corporation, association or firm engaged in a general grain and shipping business to make application for cars in their own name or a fictitious name or in the name of some other person, individual or corporation or association or by assignment of their right of order of precedence or in any manner or through any subterfuge for the purpose and with the intent to give to persons, individuals, corporations, or associations, or firm, any more than its due number of cars as herein provided.

Representative Kyd of Gage County has introduced a bill to prevent pooling on prices by grain buyers at country stations. The penalty for violation of the law is a fine of \$1,000 or imprisonment in jail for a term not exceeding six months, or both, at the discretion of the court. The bill describes the offense, as follows:

It shall be unlawful for any grain dealer or grain dealers, partnership, company, corporation, or association of grain dealers, or any other person or

persons, partnership, company, corporation or association, to enter into any agreement, contract or combination with any other grain dealer or grain dealers, partnership, company, corporation or association of grain dealers, or any other person or persons, partnership, company, corporation or association, for the pooling of prices of different and competing dealers and buyers, or to divide between them the aggregate or net proceeds of the earnings of such dealers and buyers, or any portion thereof, or for fixing the price which any grain dealer or grain dealers, partnership, company, corporation or association of grain dealers, or any other person or persons, partnership, company, corporation or association, shall pay for grain, hogs, cattle, or stock of any kind or nature whatever, and in case of any agreement, contract, or combination for such pooling of prices of different and competing dealers and buyers, or to divide between them the aggregate or net proceeds of the earnings of such dealers and buyers or any portion thereof, or for fixing the price which any grain dealer or grain dealers, partnership, company, corporation or association of grain dealers or any other person or persons, partnership, company, corporation or association shall pay for grain, hogs, cattle or stock of any kind or nature whatever, each day of its continuance shall be deemed a separate offense.

Wisconsin.—The Hudnall bill, from Superior, creating a state grain inspecting department for Superior, Wis., passed the Senate on February 21. The bill provides for the appointment of three grain and warehouse commissioners by the governor, said commissioners not to be in any way interested in the grain or warehouse business and the appointments to be recommended by the governors of North Dakota and New York and by the Board of Trade of Superior. Power to inspect and grade all grain brought to Superior is given to the Commission, upon whom also the appointment of deputy inspectors and weighmasters is conferred. The bill specifies that public warehouses shall procure a license from the Commission before business can be transacted. Upon application the system of inspection and weighing can be extended to other cities and towns in the state where public warehouses are located.

The bill met with but little opposition in the Senate, the bill in its present form having no interest one way or another to other terminals in the state, which, in the event of the bill's becoming a law, would not be required to submit to state inspection without their consent and request. On March 6 the bill passed the House and was sent to the governor for his approval.

Canada.—A bill is before the Dominion Parliament, the purport of which is that, "No person shall sell, or offer, expose or have in his possession for sale, for the purpose of seeding, any seeds of cereals, grasses, clovers or forage plants unless they are free from any seeds of the following weeds: (specifically naming some fourteen noxious weeds), unless each and every receptacle, package, sack or bag containing such seeds, or a label securely attached thereto, is marked in a plain and indelible manner—(a) with the full name and address of the seller, (b) with the name of the kind or kinds of seeds, (c) with the common name or names of the aforementioned weeds, the seeds of which are present in the seed sold or offered, exposed or had in possession for sale." Farmers, however, are exempt from the provisions of the act so far as sales made by him on his own premises, "unless the purchaser of the said seed obtains from the seller at the time of the sale thereof a certificate that the said seed is supplied to him subject to the provisions of this act." Another section provides that "seeds of timothy, red clover, alsike or any mixture containing such seeds offered for sale as being of first quality must not contain more than one per cent of the seeds of weeds specified in the section."

Illinois.—Mr. Arrand of Chicago, on February 28 introduced a bill in the Illinois legislature to amend the law in relation to criminal jurisprudence by making the purchase or sale of options on grains, stocks or any commodity, when actual delivery is not contemplated, an offense punishable by fine not exceeding \$1,000 and imprisonment not exceeding a year. The same punishment is provided for forestalling the market through circulation of false reports or for "cornering" the market or attempting to do so.

On February 21 a bill was introduced by Mr. Williams of Chicago that defines a bucket-shop as an office maintained by any person or corporation engaging in the business of making agreements respecting the sale of grain, provisions, stocks, bonds, cotton, or any security, when both parties intend such agreements shall be settled with reference to public quotations made on exchanges where these commodities are dealt in, and without a bona fide transaction, and shall intend the agreements shall close when the quotations reach a certain figure. For the operative the first offense makes him liable to a fine of from \$200 to \$500, and the second offense to six months' imprisonment. For a landlord who knowingly permits a bucket-shop to be operated on his premises the penalty is a fine of from \$500 to \$1,000. The bill specifically exempts persons dealing in futures on any legitimate exchange.

Mr. Farris of Clay County on February 21 introduced a bill for a law which makes it a felony to bring into the state market quotations "for pretended buying or selling of stock," etc., and also prohibits the posting of any such quotations. Under the present Supreme Court decisions, this would shut out all branch brokerage offices, as well as Boards of Trade and ticker service. It is a sort of vis-a-vis or "antidote" to the Williams bill above.

Mr. Foreman has introduced a bill to amend the act prohibiting—

extortion and unjust discrimination in railroad rates by providing that the right to sue a railroad for any violation shall accrue to any citizen having knowledge of any violation of the act, or to any person injured by any violation. Where a conviction is secured by a private individual he may retain 25 per cent of the amount recovered. Also making it the duty of the Railroad and Warehouse Commission personally to investigate and ascertain whether the act is being violated, and institute suits when violation is discovered. If the Railroad and Warehouse Commission refuses or neglects to act, the complainant may institute independent suit, and neither the Attorney-General nor Railroad and Warehouse Commission shall have the right to dismiss such suit. The Supreme Court is required to appoint from among the circuit judges of the state the judges who shall sit in Springfield each year to hear evidence, and make for each railroad corporation doing business in the state a schedule of reasonable maximum freight and passenger rates. It is made the duty of the Railroad and Warehouse Commission to enforce such rates. There shall be no appeal from such schedule except to the Supreme Court. The bill carries an emergency clause.

Senator Stubblefield of McLean County on February 23 introduced a bill to nullify the uniform bill of lading so far as this state is concerned. The measure makes the railroads liable for any damage to shipments, regardless of the bill of lading stipulations, and gives the shipper the right to liabilities which must be assumed by railroads and common carriers.

The government report making the reserves of wheat, corn and oats somewhat larger than generally expected, would, on first glance, seem to be a bearish document. I think it is so on wheat and oats, but bullish on corn. The high price for May wheat offsets to a large extent the smaller reserves compared with recent years, and my private advices are that supplies in second hands, i. e., local dealers and millers, are quite large. The percentage of oats remaining in farmers' hands is considerably more than for some years, with a much larger visible supply, and good sized stocks in second hands. The percentage of corn is about the average for the last two years, with country elevators and cribs empty. Furthermore, the price during the two preceding years averaged above 50 cents. I believe July and September wheat has declined about enough for the time being. The weather and the growing crop outlook is too fine to last, and the market for awhile is likely to be a two-sided affair, with purchases on the weak spots advisable. There is now an immense outstanding short interest in the deferred months which may be forced to cover. The pivotal time for the growing winter wheat is between the middle of March and the end of May.—Edward G. Heemau, March 11.

NATIONAL RATE LEGISLATION.

It was reasonably certain from the first day of the last session of the late Congress that no legislation designed to control the railways would be put on the national statute book by that Congress. This was equally clear after the House had passed the hastily patched-up Esch-Townsend bill. The attitude of the Senate toward the subject matter of the bill and the everlasting nuisance of politics "in the ointment" made that clear. The Philadelphia Ledger's correspondent, J. M. C., adds a few details to the way the thing was suffocated by these joint influences by his report of Senator Cullom's protest on February 14 in the Senate Committee on Interstate Commerce against "the policy of delay which he charged had been adopted by Chairman Elkins and a majority of the committee. The committee had been hearing for several days Daniel Davenport of Bridgeport, Conn., who represents an organization of owners of railroad stocks and bonds who are opposed to legislation by Congress in the direction of rate regulation. Mr. Davenport had said that he found on coming to Washington that the Democrats had made it a part of their platform that the Interstate Commerce Commission should have the power to regulate rates. To this Senator Murphy Foster of Louisiana protested, and said: 'Haven't you confused that with the President's message?'

"'When Phaeton, that ambitious boy whose fair cheeks were mantled with the rich red blood of youthful exuberance, undertook with unaccustomed hands to guide the fiery chariot of the sun god, and thereby nearly devastated the earth, he rode alone. But on the railroad-rate question the Democrats have leaped into the President's carriage,' said Mr. Davenport.

"'I beg your pardon,' replied Senator Carmack. 'We are not riding in the President's carriage, but he jumped into ours.'

"'Anyway,' added Senator Kean of New Jersey, 'he certainly jumped out of mine.'

"'Mr. Chairman,' interrupted Senator Cullom, 'we can discuss this question until dog days if we undertake to hear everybody. What I want is action by the committee. If we are going to report and pass any legislation, we ought to be at it. Let us have the discussion confined to the Esch-Townsend bill. If it is wrong, let us right it; if it is right, let us report the bill.'

"Senator Elkins tried to avert an open clash between the friends of rate legislation and those who ask for more time, and said: 'That is a question that should be discussed in executive session. It is an executive session matter.'

"'I've no objection to discussing it in open session right now,' was Senator Foraker's reply. 'For one, I don't propose to vote to report a bill until I know what it means and what I am doing.'

"Then the committee went into executive session and adjourned."

The final burial of the subject took place on February 24, when the same committee asked the Senate for authority to sit during the recess. A motion was pending in the committee to take up for consideration the Esch-Townsend bill, but no effort was made to take it up. Before the final action was had on the proposition to hold sessions during the recess, several projects were briefly considered, one of which, offered by Senator Newlands, provided for the appointment of a commission, to consist of the members of the Senate Committee on Interstate Commerce and thirteen members of the House of Representatives, of whom six should be of the minority party, to consider the general subject.

The business men of Canton, S. D., have presented a silver cup to the Lincoln County Corn Growers' Association, to be competed for by corn growers. The cup will be awarded at the annual meeting to the township on the following conditions: The township having the highest score obtained by averaging the six highest scores shall be awarded the cup; with this restriction, however,

that there shall not be less than six contestants from the township competing for the cup at each annual contest, and the number of ears of corn required in the competing contest shall be ten from each contestant.

W. J. THOMPSON.

There are stepping-stones of progress in every business, but they sometimes appear so suddenly and are marked by so little display that the onward rush of affairs, in absorbing every interest, almost as quickly causes their advent to be forgotten. It is certainly an important step, however, and withall a time for congratulations from one's friends when the junior partner takes over the interest and the management of the business. Such an experience came to W. J. Thompson of the Chicago Board of Trade on January 12, when W. J. Thompson & Co. succeeded to the firm of B. S. Sanborn & Co.

Mr. Thompson was born in Norwich, N. Y., in 1865, but came west early in life and dates his



W. J. THOMPSON, CHICAGO.

entrance into the grain business in 1889. In that year the partnership of Walters & Thompson was formed to do business in grain on the Chicago Board of Trade, existing until 1892, when Mr. Thompson sold out his interest. He then engaged with L. Everingham & Co., and represented that house on the road for four years. In 1896 he purchased an interest in the grain business of B. S. Sanborn, the firm name changing to B. S. Sanborn & Co.

A very extensive business was carried on in grain, seeds and hay by the old firm, and this business will be continued. Mr. Thompson has had a wide experience and acquaintance with grain dealers and the trade, and will devote this entirely to the interests of the new firm. The success of the country shipper demands that his interests will be carefully looked after by the merchant at the other end of the line, and Mr. Thompson has surrounded himself with the facilities to insure his country patrons the best possible treatment.

MILLERS AND CO-OPERATIVES.

Reference was here made a month ago to a conference of Kansas flour millers with C. B. Hoffman, representing the Farmers' Co-operative Shipping Association of Kansas, at which Mr. Hoffman sought to commit the millers to a trading agreement with his Association. The matter was then referred to the secretaries of the millers' clubs in Kansas to communicate with their members.

Another meeting of the same people, including

representatives of the Oklahoma millers, was, held on February 17, at which time, it is said, a favorable report on the proposition was made by representatives from both the Kansas Millers' Clubs and from the Oklahoma Millers' Association. No positive action was, however, taken; but a plan of co-operation has been prepared (not published) which will be circulated among the millers, who will have time to think it over before June 7, when the Farmers' Association will hold an annual meeting and will give the millers a chance to take shares of its stock.

A PROTEST.

As an indication of the alarm with which the grain trade of the country views the effort of the Illinois and Warehouse Commission to get complete control of the grain weighing in the elevators at the terminals of Illinois, we have been permitted to print the following letter:

Mr. James Crighton, Chicago, Ill.—Dear Sir:—Mr. Lippert advises us that there is a movement on foot to change the system of weighing in Chicago, and that an effort is being made to have this weighing done under state supervision. We think this would be a very grave mistake, as the weighing system, as now organized under the Chicago Board of Trade, we think, is perfect and correct in every way, and it has the confidence of the trade, both East and West.

As buyers of grain in the Chicago market, and as a member of the Chicago Board of Trade, we most energetically protest against any change being made in the weighing system at Chicago. As above stated, we have confidence in the weighing department as now organized, but under a system of state weighing we certainly would be very cautious how we would place our orders for grain in the Chicago market, and would give preference to other markets, where we knew that the weighing would be done under Board of Trade supervision.

We sincerely hope that the Chicago Board of Trade will be able to prevent the weighing system being taken away from its supervision.

Yours very truly,

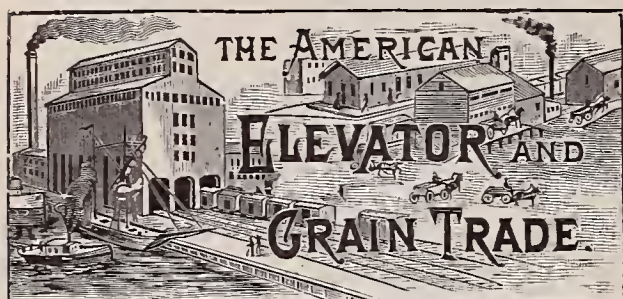
(Signed) GOEMANN GRAIN CO.,
Per Goemann.

A car of No. 1 white oats was inspected at Chicago by the state grain department on February 17. Oats of this fine quality are about as rare, according to H. D. Wetmore, "as white blackbirds."

Dr. Saunders, superintendent of the Canadian experimental farms, in a recent lecture on Canada's wheat exports, when asked if the Canadian West was not in the same danger of losing its productivity as the Western states, answered that this was a problem; that infertility was not the cause of the small crops in the United States. The trouble with Canadian competitors in Dakota, Minnesota and the other Western states is that they are such poor farmers.



SERVING TWO MASTERS.—Senator Elkins: "Any orders to-day sir?"—Chicago Tribune.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1905.

Official Paper of the Illinois Grain Dealers' Association.

WEIGHING DEPARTMENT ATTACKED.

The bill now before the Illinois Legislature, ostensibly to amend the "weighmaster law" so as to put the weighing of grain at all public elevators in this state in the hands of the Railroad and Warehouse Commission, was not offered in good faith, but is a direct attack upon the present system under the control of the Chicago Board of Trade, which has become the model system of the world so far as the weighing of grain is concerned.

When the St. Louis Merchants' Exchange, some two years ago, more or less, undertook to correct the weighing abuses in that city and in East St. Louis, become so outrageous that shippers threatened to abandon the market because of them, by putting checkmen in the elevators to keep tab on the weighers, the Illinois Commission, in order to put a dozen, more or less, of their political followers into petty jobs, assumed control for the first time of the weighing of grain at East St. Louis public elevators, and forcibly drove out the St. Louis checkmen. The warehouse law, however, specifically opens all public elevators to the inspection of the public; and while a temporary injunction was obtained by the Commissioners to exclude the checkmen, the former have deemed it prudent not to ask for a permanent injunction, but have had this bill offered by Senator McKenzie to amend the existing state weighmaster law, in order, as they say, to strengthen the hands of the Commission in its fight against public supervision of the weighmasters at East St. Louis by the St. Louis Exchange.

What the St. Louis Merchants' Exchange is trying to do—and all it is trying to do—is

simply to protect the shipping public by taking cognizance officially that shippers are not the victims either of unintentional error or of negligence of weighers or of deliberated dishonesty. Why is this a thing the Commissioners should strive so zealously as they have to prevent?

The state weighmaster law covers all the Commission desires to do, but what is lacking is the nerve to politically debauch the weighing service at Chicago. If, then, this pretended legislation should pass, the Commissioners would assume that they may dare to push themselves and their political friends into the Chicago elevators and take charge of the weighing there. That must be the sole and only purpose of the proposed amendment.

The bill should be beaten; and every grain man in this state should make it his immediate business to send to his representatives in House and Senate a biting protest against it and notice that their action on the bill will be carefully watched and remembered.

THE NATIONAL ASSOCIATION.

The department of "Communicated" is this month devoted to a discussion of the affairs of the Grain Dealers' National Association. With but one exception, the writers all advocate a reorganization of the Association, cutting out the principle of state association affiliation. The exception is Mr. Chambers, who may be called the "father of the Association." He reminds us that the plan to which it is now proposed to return was a failure, and that the affiliation plan was adopted in its stead after careful consideration. That is true, and this paper was the first public print to advocate that change.

We still believe, with Mr. Chambers, that the principle is sound and the best adapted for organizing the entire grain trade; unfortunately, however, the principle in practice has to contend with the politics and the "human nature" of fourteen different sets of affiliated officials, with and without aspirations for prestige and position, not to mention "envy, hatred and malice," from which, as the Litany says, "Good Lord, deliver us." At this moment, for various reasons, several associations are hopelessly behind in their dues, with apparently no disposition to do better, while the directors of the Illinois association have actually annulled the vote of the association itself and declared that association no longer a member of the National body, while still other associations are exceeding "touchy" on this matter.

It is evident, therefore, that the affiliation plan is not a success, or at least has not been during the past year, say. Nor was the Association before the adoption of the affiliation principle a success, as Mr. Chambers truly says. But the National Hay Association, also organized on the principle of individual membership only, is a success—a great success; which fairly suggests the query, Is it the form of organization or something else that was the real cause of failure?

The National Association, after Mr. Chambers ceased to be its secretary and executive officer, fell into the hands of a makeshift—an

employe of a publishing house, where, so long as he remained in that position, his duties so imperatively demanded his entire time and attention, at least during business hours, that he had no opportunity to be secretary other than in name only. Nor was the man fitted by trade experience or temperament for such work, as quickly appeared when he ceased to be an employe and assumed to be a secretary (and also an independent publisher on his own account). A man temperamentally vagarious, addicted to things petty and viewing essentials through the reverse end of a field glass, more disposed to meddle and to do things by foxy methods than to proceed frankly and in the open, it needed but the actual test of experience, continued over a series of years of long-suffering, to demonstrate that a 2x4 man could not be expected to fill an 8x10 job; and he was happily dropped.

The unfortunate condition now obtains in the National Association that at a time when the Association particularly needs the harmonious co-operation of all its members and friends, this same man, to complicate matters and sow discord, comes to the front again as an aspirant for the position of secretary; and in order to get control of the machinery of the Association, for quite apparent reasons, has made a proposition to the directors to take the position at once and without salary! And, strange to say, although sane-minded business men, in their own personal affairs, would estimate a man who offers to work for nothing as worth just that and no more, or as actuated by some sinister motive, there may be directors who have calmly listened to so ridiculous and diaphanous a proposition.

If the National Association must be reorganized to accomplish its purpose in the trade, why, then, reorganize it, and the sooner the better; but if it is reorganized, the "American Elevator and Grain Trade," which has never mixed into Association politics or policy, warns the directory that it must not at the start damn the reorganization with the trade or bury it in the limbo of impertinent and consequential meddlesomeness by tying it like a tin can to the tail of the yellow organ of a Buzfuz.

THE SMILEY CASE.

E. J. Smiley of the Kansas Grain Dealers' Association, who was found guilty under the Kansas trust law of negotiating an unlawful conspiracy of grain dealers at Bison, is the victim of the practice of the Supreme Court of the United States, to which he appealed unsuccessfully for relief, of affirming the decisions of state supreme courts, which involve the constitutionality or interpretation of their own state laws. It is true Mr. Smiley pleaded immunity under the Fourteenth Amendment to the Constitution, but apparently the court at Washington brushed that defense aside.

Mr. Smiley is, therefore, the scapegoat bearing the burden of a purely artificial crime which involves no real moral delinquency, having had no dishonest intention and having received no pecuniary reward for his act. Even as a technical offender he is a victim, while scores of men in his own state, infinitely worse offenders, walk free to smile at his fate. His pecuniary obligation under the sentence

against him his people will, of course, relieve him of.

The immediate effect of the ruling at Washington against Mr. Smiley, it seems, is the introduction into the Nebraska legislature of a bill (Kyd's) to put the same Kansas law, identical to a punctuation mark, on the book of Nebraska statutes. The craze may go even farther.

STATE GRAIN INSPECTION IN WISCONSIN.

Well, Superior has at last succeeded in getting a law on the Wisconsin statute book creating a grain inspection department, thanks to the agitation of blacksmiths, laundry men, teamsters and the like, but not of any grain men. Fortunately, the use of the department is not made compulsory in such markets as Milwaukee, La Crosse, etc., except on their own petition.

The law provides for the appointment on the commission in charge of a North Dakota man and a New York man—so as to give zest to proceedings? The North Dakota man, to save his face with his people, will have to demand easy inspection, with no dockage for dirt, screenings, etc.; while the New Yorker will have to demand a stiff inspection, his people being consumers who want to pay for no screenings or dirt; while the third man, from Superior, of course, will have to side with his North Dakota colleague or Superior will get no grain.

Will the law in operation last 30 days, as did a similar one enacted in 1895? It is doubtful. But if it should fail to do what it is expected to do, which is probable, its conditions are such that Superior will be out of the grain business for the next two years.

Superior is thus likely to find out that the unexpected results of the law will greatly overbalance the visible ones and render her efforts to create a grain trade abortive, as so often happens in other ways when mobs force legislation.

CO-OPERATIVE CONVENTIONS.

The advisability always of understanding one's competitor's point of view is justification for the space given in this issue to the proceedings of the annual conventions of the state associations of the farmers' elevator companies of Illinois and Iowa. Their doings are not impressive. There was the trite croak about bugaboos that have no existence outside the unsympathetic rural imagination and the confused gropings after impractical things that always characterize the efforts of men dabbled with unfamiliar things and wandering out of their natural environment.

Few men are universal in their talents, even in business capacity—farmers least of all. The Iowa convention even more than the Illinois showed how little real capacity these good people have for organizing a business essentially different from their own, or "sticking to the text."

However successful farmers may be in growing grain, there is little evidence of commercial sense in a body of men who will take

seriously a Chicago commission man who poses as the historic "Farmers' Friend" and who, when business becomes a little dull, goes out periodically to amuse himself and befuddle farmers with a wild proposal to organize 10,000,000 farmers into one great body to put men into the legislatures and the Congress "pledged to see that farmers receive their dues"—and our commission house their corn, for, of course, as the telegram explains, quite needlessly, however, "the scheme is to have the farmers sell their grain and live stock direct to Chicago and to unite the farmers in fighting the beef trust, the railroads" and, of course, sub rosa, the rival country grain buyers who do not "pose."

No one is quite so gullible as one who is forever on the watch for someone to "sell" him—novelty never appeals to that kind of men, least of all to a farmer, who is usually the last man to cultivate a working imagination that ought to save him from fakirs if he would but permit it.

THE CIVIL SERVICE BILL.

In spite of the attempt of one Cicero J. Lindly, with his "little joker" amendments to the Civil Service Bill (to "give Chicago all she wants of that sort of thing" and intended to smother the bill), that measure is within reach, thanks to the work and influence of the Illinois Grain Dealers' Association and other militant friends. All that needs now to be done is to "stand by the guns," to yield nothing to the clamors of those who offer "three-quarters of a loaf," but to insist that the bill shall cover all state employees—that is to say, employees of public offices and commissions, including the grain office, and the charitable and penal institutions; then get a roll call and the thing is done.

The grain dealers of this state must not underestimate their influence in this matter. Those grain dealers who write to their representatives direct and tell them in so many words that the farmers who haul grain to their scales are watching this civil service bill and how their members are behaving and voting on the bill and the amendments tacked to it, will have more influence on their own representatives than all the editorials metropolitan newspapers can fire at them during the entire sessions. The members from your county do not care a copper what Chicago thinks of them or how they vote; but they do care for what their own people think. Make it, then, a personal matter with them; go at them straight, without circumlocution; get the country weekly to "keeping tab" on them, and you'll find there's not a "man jack" of them, barring those few of the Lindly type, who represent nothing but the professional and greasy politician and his interests, who will dare to vote against civil service and the expressed demand for it by his own people.

A long time ago the American people got tired of kings; but the professional politician is getting to be a worse tyrant and tax-eater than ever was George III. Now is the time to put a bit in his mouth in Illinois in the interests of economical service in the state eleemosynary institutions, the state offices and

grain inspection department. Write your representatives at Springfield to-day, Messrs. Grain Dealers of Illinois. That bill may come up for another reading to-morrow and you should let your members know now how you and your farmer patrons feel on this question.

ILLINOIS AND MICHIGAN CANAL.

In spite of the adverse decision of the Supreme Court, which rendered the appropriation of two years ago unavailable for use of the I. & M. Canal, the Commissioners, backed by a substantial delegation of business men, are in Springfield again asking for money to keep the waterway in navigable condition. Knowing, as grain men do, the influence of the canal on freight rates all through the northern half of Illinois, there ought to be no difficulty in getting the approval of such an appropriation by at least that part of the state.

But while the Supreme Court has said all such appropriations are unlawful, it is a very significant fact that nearly a quarter of a century had elapsed after the constitution was adopted before the prohibition of the constitution was called upon to enjoin an appropriation for the canal. Why, then, was it availed of in 1903?

Simply because the existing Canal Commission had become notorious for its wasteful indifference to the real needs of the canal. The expenditure of the canal's resources in devious ways and the discussion of periodical good dinners at the Lockport office concerned the Commissioners much more than the physical condition of the canal, while nature unrebuked destroyed the waterway. Taxpayers had tired of this species of official indecency, and when the use of the appropriation by this precious clique was enjoined, the injunction "stuck."

If the canal is to be saved at this late day, it must be put into the hands of saviors. Governor Deneen ought to know that. This "putrid reminiscence" of a former reign is wholly discredited and utterly unworthy of his confidence. Only one of the three Commissioners lives in a canal town or in a canal county. None cares a copper for the "old ditch" except as it yields revenue to himself. Clean out the canal office, Mr. Governor; give the canal into the hands of its friends; then, no doubt, the people of the state will be willing to wink their eyes at another appropriation in its aid in order to benefit by its competition, as they did for years and years when the Commission was something more than merely a berth for crafty politicians who could be given nothing better.

The decision in the Smiley case is an unfortunate one, but its direct influence will be confined to Kansas, where at this moment the people are in an ugly mood. But the Kansas Association is not a trust. It has a legitimate *raison d'être* and of course will keep its head and go on with its lawful work as usual, looking to results and the future for justification; not all the people of Kansas are "queer." As to associations of other states, where the drastic Kansas law does not exist, they, too, can go about their lawful business undisturbed by the temporary uproar in the Sunflower State.

EDITORIAL MENTION

A meeting of directors of the Grain Dealers' National Association will be held at Chicago on Tuesday, March 21.

Brush up on that glad smile and handshake. You'll soon be meeting some of your competitors at the annual meetings now coming due.

Spring is the time to sow. A dollar invested in the "American Elevator and Grain Trade" will yield a rich harvest of information before the winter winds lay the corn stalks low.

A meeting of the Grain Dealers' Union will be held at Red Oak, Iowa, on Wednesday, April 12. The meeting will be a very important one, and every member should make an extra effort to be present.

Grain elevator building will progress with unusual activity this spring. A good house, built to stand wind and pressure, and economical in working, is the best in the long and short run. Country barn builders do not erect this kind.

If Hon. Mr. Densmore of Iowa, quoted on page 481, would but study just a little the laws of supply and demand and price making he might discover that he has been talking tommyrot to his Iowa friends.

Give the Illinois Railroad and Warehouse Commissioners a good mark: they have ordered the "inspection track" charges levied by the railroads at East St. Louis to be discontinued, threatening suits against all roads that persist in the charge.

Grain dealers everywhere should watch closely what is going on in their state legislatures. They can help promote the passage of measures which are along lines of their interests if they will but exert themselves, and time would be excellently spent in doing so now.

To be resigned and contented because things are no worse than they are is a fine thing if you are of the easily satisfied temperament. A little hustle, however—just a little more enterprise—will make things brighter for yourselves, your neighbors in business and your children when they become your successors.

Edwards, Ward & Co., in their treatment of Carlson, as mentioned on page 480, may be assumed to have had honest intentions; yet the view taken by the Minnesota Supreme Court, that they had not lived up to the letter or spirit of the commission law, is wholesome. It would create an intolerable situation to permit consignees on commission to become also the purchasers, as it would assuredly lead to all sorts of abuses in the hands of unscrupulous receivers. Bucket-shopping the trades of

one's customers, an old-time offense in some markets, would be child's play compared with the possibilities of the offense in the Carlson complaint.

It is explained that the decapitation of some old grain inspectors at Chicago was due to the fact that they were permitting too lax out-inspection in their districts, and that the slaughter was a warning! One can hear Eastern receivers and foreign buyers exclaim, "The Lord be praised." But is this really serious?

Speaking of a one-man elevator means that up-to-date machinery and an architect who understands his business have made a house which one man can operate. The term is more one of compliment to the owner than otherwise. Yet if you do not wish to earn the enmity of the proprietor do not call his elevator a one-horse affair. That's different.

The aftermath of the great Kansas City floods of 1903 is now being gleaned in decisions in St. Louis (see Court Decisions) and in St. Paul (see "In the Courts"). Differentiating negligence from "act of God." Some of the Kansas City roads had confounded the terms; perhaps in Kansas City, at the time, they considered them synonymous. But the courts have disillusioned some of the carriers who took things easy.

The great fire at New Orleans will cripple that port no longer than is necessary to rebuild the ruined dock and elevators, the work being done with all that dispatch that modern builders with unlimited resources at their command can attain. The Illinois Central is in that field for all time, a thousand years or ten thousand, if the world last so long; and the management is broad enough to see that the greatest dispatch is the greatest economy in the present situation.

Matters at Springfield, in regard to the inspection and weighing of grain at Chicago, have come to the point where the Chicago Board of Trade ought to put those gumshoes in the back hall closet and come out into the open. This apparent want of interest on the part of the Board in things the country shippers are very deeply concerned in is likely to throw no bouquets Board-ward if its present attitude continues. People who admire the President do so as much because of his in-suppressible frankness as for any other one quality. Why can't lesser men take the hint?

Between the Commerce Commission, the state Railroad and Warehouse Commission and the joint legislative committee on railroads and warehouses, the very poor and proportionately expensive terminal car service at St. Louis is having daylight let in upon it. The testimony taken and very meagerly summarized in another column shows a condition of things that in most markets, less long-suffering than St. Louis, would be intolerable. It cannot, of course, be credited that sane railway managers will deliberately connive at the abominable service, which must be chargeable to the inefficiency or worse of employees; but, at least,

they ought to feel chagrin that charges so burdensome are accompanied by a service so execrable, without trying to excuse either.

The Farmers' Shipping Association at Danville, Kan., which turned over to the Farmers' Co-operative Shipping Association of Kansas \$3,000 to provide them with a first-class modern elevator, have had tendered them, as some 36 of the subscribers say, "a miserable, delapidated second-hand house, inferior in capacity and construction," and apparently an all-around "no good proposition, nohow," and they demand the return of their money. If the elevator tendered is any more on the bum than the general proposition the said subscribers tied themselves to, they have certainly been quite badly used, even in a gold-brick trade.

King's Boy Solomon's remarks on "Corners" are interesting to the antiquary; but they throw little light on the present-day squeeze, as operated by a syndicate with "the System" behind it and the inspection department between it and the farmer's grain. In the old days the stuff could butt into the game when the price got ripe; now the farmer and the country shipper merely look on while the giants shear the little lambs who have been incautious enough to sell a lot of stuff which they would know on taking thought it would be simply impossible in nature to deliver, or watch the great track buyers revel in thick Jersey cream.

The Tri-State Grain Dealers' Association of the Northwest is to be especially congratulated on a long series of most successful meetings, which were attended by thousands of farmers and at which were distributed vast numbers of pamphlets printed in English, Swedish and German, containing articles on seed wheat by Profs. Hays and Bull. The grain dealers and their patrons met familiarly as friends and neighbors, both contributing to the work of spreading the doctrine of better seed, better farm culture and the ability of Northwestern farmers to grow better and larger crops if they will do their work right. The Association has done a splendid work.

The "good seed" trains run through the corn belt of Illinois, Iowa, Nebraska and Missouri, and the wheat country of the Northwest, have been so much discussed as to be no longer a novelty; but the results that will come from them can hardly fail to be most beneficial. Here and there will be found an old-fashioned farmer who expresses his readiness to plant any old seed that is cheap that he thinks will germinate and let it go at that; but the seed trains have done wonders to divert farmers not on the dead list from so pernicious a practice. The day of the "book farmer" has come—old fogies confess it; and the men who would scorn to breed scrub cattle now scorn to plant scrub corn or wheat, because the "book farmer" has demonstrated that reproduction of both grain and stock is governed by the same laws of selection. So let all the world take off the hat to the Des Moines Cereal Club, Geo. A. Wells, Prof. Holden, and the Burlington Railway Sys-

tem, whose initiative a year ago has made this year's work so widespread and so thorough in its character.

The Baltimore Chamber of Commerce adjourned over Inauguration Day. As the city had just received a present from Uncle Sam of \$1,250,000 for the improvement of its channel and harbor approaches, the Chamber could afford to take a holiday.

Some commission men are like some country storekeepers—they advertise when they have a booming trade and stop when they have little trade and want more. Curious logic, isn't it? The true principle is that of the metropolitan department store, which advertises ALL of the time—good times or bad.

John Hill, Jr., in "Gold Bricks of Speculation" predicted the fall of the Coe Commission Co., which has been sucking the substance of the tinhorn speculators of Minneapolis and the Northwest as far as the Pacific Coast; but Mr. Hill's prediction had no part in the downfall of this impudent swindle, unfortunately. Not all Mr. Hill's expose of this and other bucket-shop frauds, were it ten times more convincing or eloquent, were enough to keep victims out of the reach of the vulgar sordidness of this man Hammond—nothing will do that so long as the government permits bucket-shop literature and newspapers containing bucket-shop advertisements to the mails.

It is no part of our duty to dip into the controversy now in the acute stage at Chicago concerning the delivery of Rocky Mountain wheat on contracts. At St. Louis, where manipulation of the wheat market has become a trade scandal and a heavy burden upon millers who rely on that market for grain, the Exchange has felt justified in trying to get a measure of relief in any direction by admitting this wheat to the contract grade. Chicago seems equally determined to keep it out of the contract grade. Local conditions are no doubt different in the two markets; but the large majority at St. Louis in favor of admitting the grain to the contract grade at least indicates that the growing tendency by big traders to create artificial conditions in the market whenever the mood comes upon them is getting to be unbearable to traders in grain.

Mr. Feig thinks the elevator men are discouraging the raising of barley and oats in Minnesota by taking too much dockage for dirt. Perhaps this is true, but it would be an easy matter for country elevators, in the ordinary run of business, to put enough of a load through a cleaner to demonstrate the truth, in much the same manner that the Minneapolis and Chicago inspectors estimate the amount of dirt and refuse in a sample of flax. Instead of this everlasting growl about the unfairness of dockage, why do not men like Mr. Feig, a superintendent of country elevators, endeavor to arrive at a fair method of ascertaining the true dockage and then encourage the farmer to leave the dirt at home and feed the screen-

ings to his stock or poultry or abide by the dockage. The farmer is no different from the elevator man; both are equally anxious to get something for nothing, as men always have been and forever will be.

Chas. Adkins' defense at Bloomington of the "penalty clause" in co-operative elevator companies' by-laws is a confession of the fallacy of the co-operative program. An institution that cannot live without the support of a sandbag has no moral or legal right to an existence. These institutions purport to be founded on the model of the great English co-operative societies, but it is quite certain not one of those societies, some immensely successful, can be found to have any such principle in its constitution. Co-operation must be voluntary, else it would not be co-operation, but monopoly, which is nothing more nor less than giving to a business some artificial advantage it does not naturally possess, as a special railroad rate, or, in this case, a fine. But the English societies meet competition fairly, squarely; they divide the profits as rebates among the patrons in proportion to their purchases, or they suffer the losses that competition may cause. That is rational co-operation; Mr. Adkins' idea of mutual self-help is the use of the sandbag on those who are keen enough to see they are playing a losing game. It was, by-the-by, singularly characteristic of such a body of "business men" as the Bloomington gathering that it refused point blank to employ counsel to get an opinion on the legality of this penalty by-law—a little learning might have had uncomfortable results.

The Chicago Board of Trade wisely rejected a resolution instructing the directory to prepare a bill to repeal the anti-option law and legitimize puts and calls. Puts and calls having been barred by state law for thirty years, traders can now hardly suffer much by their continued prohibition. Puts and calls have their legitimate uses, of course, but it is by no means apparent that the cash business of the Board would be benefited as much by the repeal as the reputation of the Board would suffer in public opinion by opening up to the speculators in wind another avenue of activity. Much more to the purpose is the appeal of the Board to the legislature to revise the bucket-shop law and remove from Board of Trade transactions the stigma cast upon them by the decision in *Weare vs. The People*, which is now used as a cloak for shifty speculators to escape their financial obligations to commission merchants who treat them as honest men, and which casts a stain on all transactions of the Board. The law was well intentioned, but its definitions are too diffusive to be just. The Board's bill to amend the anti-gambling act also, to remove brokers from the penalties of the law which permits any person who loses money by a wager, or any person who knows of money so lost, may sue and recover three times the amount of the wager, one-half going to the county. This law, under recent interpretation of the Supreme Court, has become an intolerable

nuisance by opening the door to practically unlimited blackmail of brokers. It has not a shadow of defense when applied to the transactions on the Board, however it may be applied to bucket-shopping and gambling in general.

Representative Hanaford and his smelling committee in the scale lofts of Minnesota public elevators found what it was expected they would find—honesty. Shortage will often occur when the out-turn weight of cars of grain is taken, but it by no means follows that, therefore, the weighman is a thief or his accomplice. The only fault one has to find with the result of the "smelling" is that the baseless innuendo which led to the committee appointment is not sufficiently rebuked to make legislators more careful of making changes. The committee also found incidentally, as was to be expected, that the track scale is a back number when it is possible to use a hopper scale.

The Illinois Supreme Court decision in the case of *Hocomb against Adolph Kempner*, for a copy of which we are indebted to Ringer, Wilhartz & Louer, his attorneys, is considered by some as a substantial reversal of the principle enunciated by the court in the *Weare* case, where the intention of the complainant was the keynote of the question at issue. In the *Kempner* case the court says: "An undisclosed intention of complainant to gamble in grains and settle in differences was not sufficient to prove a violation of the law by Kempner." In this case Kempner acted simply as purchasing agent for Hocomb, the complainant, a customer of one McLoraine, who had been a sort of agent for Phillips, then in difficulties. All the surroundings of the case were exactly similar to those surrounding any transaction transpiring daily on the Board in Chicago. But in the *Weare* case the court says that: "An examination of the authorities will show that the intention of the parties may be determined by a variety of circumstances," and then goes on to show that the evidence disclosed the fact that trades at the Princeton office of the *Weares* were not expected to involve an actual purchase and delivery; and the fact that the literature the *Weares* there used distinctly stated that delivery "is contemplated," with other unusual precautions to the same effect, not at all necessary in a bona fide transaction, had as their purpose only the creation of "an outward appearance of an intention to deliver and receive the property when the actual intention was well understood by the parties to be that margins alone should be advanced and that trades should be settled by the payment of differences without any delivery." In other words, the *Kempner* case is that of a trade by a resident member of the Board in the daily course of business; that of the *Weares* was one had at a branch office a hundred miles from Chicago, where all the surroundings, barring the notice of "delivery contemplated," were identical with those surrounding any country bucket-shop. The distinction is so clear and palpable that there can be no misunderstanding; and the court has not in fact "reversed itself."

TRADE NOTES

It is now announced that the Otto Gas Engine Works, Philadelphia, will build a plant at Wilmington, Del.

Edwin Hartzell and John P. Benning of Wilkes-barre, Pa., have applied for a patent on a cleaner and grader for cracked corn.

F. J. Prome of Shilo, Ohio, will, it is reported, establish a factory at Galion, Ohio, for the manufacture of a grain cleaning machine.

The contract for a 25,000-bushel elevator to be erected at Henry, S. D., for the Western Elevator Co. of Winona, Minn., has been awarded to Younglove & Boggess Co., Mason City, Iowa.

The Gahm & Dorman Mfg. Co. of Streator, Ill., has reorganized and increased its capital stock, and will build a new two-story factory building. The company manufactures grain dumps and portable elevators.

The Barnard & Leas Manufacturing Company of Moline, Ill., inform us that hereafter they will manufacture the Pneumatic Dust Collector, formerly made by the Mitchell-Parks Manufacturing Company of St. Louis, Mo.

H. A. Nieding of Vermilion, Ohio, will represent the Robinson Manufacturing Co. of Muncy, Pa., for the sale of elevator and milling machinery. Mr. Nieding is sure that with such a progressive house behind him he will do a large business.

Witherspoon, Englar & Co., the well-known elevator builders of Chicago, were succeeded on March 1 by the Witherspoon, Englar Co., a corporation with a fully paid cash capital of \$50,000. There will be no change in the management and conduct of the business, except that it will be a corporation instead of a co-partnership.

Additional calendars have been received as follows: From J. F. Twamley, Son & Co. (Inc.), Omaha, Neb., a wall hanger 19x31 inches in size; subject, "The Historian," an Indian study; from the Beaty Mercantile Co., Manzanola, Colo., a large calendar with views of the company's establishments and portraits of the officers; from Stockbridge Elevator Co., Jackson, Mich., a hanger showing a pretty girl raking hay.

The Richardson Scale Co. of New York have some very flattering testimonials from users of their Automatic Scale, both in this country and abroad. It appears that wherever these scales are installed they give satisfaction. There is a large number of them in use in elevators in the United States and additional installations are being made daily. Wm. E. Smith, who is in charge of the company's Chicago office at 47 Plymouth place, Chicago, will be pleased to hear from elevator owners who are in the market for automatic scales. He will furnish any desired information about the Richardson.

Sprout, Waldron & Co., the Monarch Mill builders of Muncy, Pa., are evidently determined to secure their share of business in the Northwest, as is evidenced by the manner in which they are equipping their Northwestern agency at 22, 28 and 30 Corn Exchange Building, Minneapolis, where they have a generous room on the ground floor for both offices and salesroom. They carry in stock a carload of wood split pulleys for prompt shipment and have recently installed a line of Monarch machines, a few of which are arranged so that they can be operated, permitting prospective purchasers to form a very good idea of their practical operation. The machines consist of one Monarch Sieve Bolter, one 9x18 Double Roller Mill, one Centrifugal Reel, one Scourer, one Purifier, one Dust Collector, one three-pair-high Roller Mill, one Corn and Cob Crusher, one 20-inch Vertical French Burr Feed and Meal Mill, combined with crusher and elevator, one 20-inch Attrition Mill. Mr. Mohr, their manager,

would be pleased to receive calls from millers and grain dealers who are interested in milling machinery when visiting in Minneapolis.

A 20-page booklet descriptive of the New Era Elevators may be had by writing to the Sidney Elevator Mfg. Co. of Sidney, Ohio. The booklet shows a number of different styles of these lifts and explains their installation and operation. The New Era Elevator is in use in a large number of grain elevators and warehouses and is giving splendid satisfaction. It can be installed as easily as a stairway and costs little more. It saves in increased efficiency of the operating force many times its cost in a year.

The New Era Gas Engine Co. of Dayton, Ohio, have just installed in their machine shop a 60-inch Colburn Boring Mill, which is intended to finish flywheels in almost one operation by the use of four or five automatic heads. With this machine the flywheels will be finished as nearly perfect as is possible for a modern machine to do and in about one-fourth the time usually required. The above company also expect to install a new cylinder boring machine of the latest improved type, which, added to a number of new machines recently added to their works, will enable them to turn out gas engines mechanically perfect and materially increase the output of the works, which has become absolutely necessary, owing to the growing demand for New Era Gas Engines.

Almost every reader of this paper knows of the Funk Bros. Seed Farms at Bloomington, Ill. It will be noticed that Funk Bros. are advertising pure-bred seed oats. Now our readers may be interested in knowing how Funk Bros. go about it to get the highest class of oats for their customers. Funk Bros. have thousands of acres of rich land in Illinois. On their many farms they have been making, for a number of years, a comparative yield test of eighty varieties of oats. Twenty of these varieties were planted in one-half-acre plots. This test was duplicated in two different fields upon different farms, the fields being over four miles apart. This was done to reduce the liability of loss by wind, insects, etc. All of these tests are under uniform conditions, being planted on the same fields on the same day, and each variety threshed separately. The work has been carried on consistently for three years. As a result Funk Bros. are able to offer to their customers this year six different types of seed oats. Their seed oats are entirely free from mustard and other obnoxious weed seed; all dirt, light oats and foreign matter have been removed. Their oats are thoroughly treated with formaldehyde, which is claimed to be an absolute preventive of smut. A big new seed book of Funk Bros. tells about their seed oats, describes some of their great and successful varieties and gives scientific reasons why their oats are all they claim them to be.

ANOTHER RICE ELEVATOR.

A large and very complete rice mill is to be built at Houston, Texas, by the Texas Rice Mill Company, of which Oscar Newhaus of Houston is president.

The building will be 60x60 feet and will have four stories. The warehouse attached will have a floor capacity of 60,000 square feet, while the mill is to be equipped with an elevator system, including 48 rice bins, with a capacity of 350 barrels per bin for storing the rice in bulk.

The elevator system is a comparatively new idea in rice mill construction, having only been tested in this section last year at the Nederland Rice Mill, where it was pronounced a decided success.

Another new feature of the mill will be a provision for conveying the by-products of the rice directly from the machinery into the feed mills, where a stock food is to be manufactured.

Japan is buying heavily of grain at Pacific Coast ports, barley being the grain most in evidence.

THE SMILEY CASE DECISION.

The Kansas anti-trust law, under which E. J. Smiley was, a year or so ago, convicted of negotiating a "grain trust," was sustained by the U. S. Supreme Court in a decision by Justice Brewer, handed down on February 21. The case as recited by Justice Brewer in his decision is substantially as follows:

The district attorney of Rush County filed an information charging that Edmund J. Smiley, secretary of the Kansas Grain Dealers' Association, on November 20, 1900, entered into an unlawful agreement and combination with other partnerships, companies and corporations of grain dealers and grain buyers in Bison, who were competitive buyers, to pool and fix the price the buyers should pay for grain, and to divide between them the proceeds and to prevent competition in the purchase and sale of grain.

The defendant, Smiley, was tried and convicted and was sentenced to pay a fine of \$500 and to three months' imprisonment in the county jail. The Supreme Court of Kansas affirmed this judgment and appeal was taken to the United States Supreme Court on a writ of error.

Mr. Smiley's counsel contended that the act of 1897 is in conflict with the fourteenth amendment of the Federal Constitution, in that it unduly infringes the freedom of contract; that it is too broad, and that the limit of state police power is exceeded; but the United States Supreme Court holds to the established rule that a state Supreme Court's interpretation of its statute is conclusive. Disposing of these legal points, yesterday's decision says:

The transaction, as shown by the testimony, is practically this: There were four dealers in wheat in Bison, a small town on the Missouri Pacific Railroad. Three of them owned elevators and one a mill. They were competitors in the purchase of grain; the defendant (Smiley) was secretary of the State Grain Dealers' Association. He was not himself in the grain business nor interested in that of either of the four dealers. He came to Bison for the purpose of investigating some claims of Bison firms against the Missouri Pacific Railroad. While there he induced these dealers to enter into an arrangement by which, if one bought and shipped more grain than the others, that excess purchaser would pay them a per cent. As security for such agreement the parties deposited their checks for \$100 each with the defendant. They made to him weekly reports of the amount of grain purchased. If one had purchased more than his share he paid the defendant 3 cents a bushel for the excess, and that amount was then divided among the other dealers. Upon these facts, under appropriate instructions, the jury found the defendant guilty.

That the transaction was within the letter of the statute, in that it intended to prevent competition in the purchase of merchandise, is not open to doubt. It is also within the spirit of the statute. It imposed an unreasonable restraint upon competition. It was not an open agreement in respect to price nor one that enabled sellers to know in advance exactly what they could get for their wheat.

Undoubtedly there is a certain freedom of contract which cannot be destroyed by legislative enactment. In pursuance of that freedom parties may seek to further their business interests, and it may not be always easy to draw the line between those contracts which are beyond the reach of police power and those which are subject to prohibition or restraint. But a secret arrangement by which, under penalties, an apparently existing competition among all the dealers in a community in one of the necessities of life is substantially destroyed, without any merging of interests through partnership or incorporation, is one to which police power extends.

This is as far as we need to go in sustaining the judgment in this case. This is as far as the Supreme Court of the state went. If other transactions are presented in which there is an absolute freedom of contract beyond the power of the legislature to restrain, which comes within the letter of any of the clauses of this statute, the courts will undoubtedly exclude them from its operations.

It will be some time before the judgment of the court at Bison will be executed, and Mr. Smiley is, of course, still "at large," happily.

A corn famine of considerable severity was felt at El Paso, Texas, during February, when the wholesale price of corn reached \$1.30 per cwt. February 20,

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Mar. 11, 1905, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	599,000	709,000	192,000	151,000	.....
Boston.....	124,000	675,000	235,000	.....	.....
Buffalo.....	1,854,000	.....	1,073,000	676,000	1,787,000
do. afloat.....	1,470,000	.....	.....	45,000	182,000
Chicago.....	1,429,000	3,825,000	1,477,000	248,000	4,000
do. afloat.....	.....	41,000	.....	.....	.....
Detroit.....	443,000	99,000	38,000	1,000	4,000
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	4,980,000	75,000	4,177,000	178,000	365,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	4,208,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	77,000	298,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	189,000	61,000	198,000	.....	.....
Kansas City.....	1,283,000	204,000	180,000	.....	.....
Milwaukee.....	753,000	301,000	359,000	4,000	151,000
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	12,313,000	57,000	4,702,000	74,000	1,300,000
Montreal.....	54,000	50,000	101,000	.....	94,000
New Orleans.....	.....	650,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	770,000	1,155,000	374,000	148,000	239,000
do. afloat.....	.....	.....	53,000	.....	.....
Peoria.....	.....	141,000	1,245,000	21,000	3,000
Philadelphia.....	7,000	361,000	88,000	4,000	.....
Port Arthur.....	1,629,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	2,574,000	95,000	867,000	3,000	14,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	181,000	556,000	452,000	9,000	12,000
do. afloat.....	140,000	.....	.....	.....	.....
Toronto.....	17,000	.....	6,000	.....	.....
On Canal.....	.....	.....	.....	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	35,094,000	9,356,000	15,727,000	1,562,000	4,155,000
Corresponding date 1904.....	33,396,000	9,867,000	10,694,000	1,035,000	3,780,000
Weekly Inc.....	.....	187,000	.....	.....	.....
Weekly Dec.....	471,000	.....	146,000	85,000	177,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 19 months ending with Feb., as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Month.	Receipts.		Shipments.	
	1904-05.	1903-04.	1904-05.	1903-04.
August.....	277,990	345,236	200,620	97,809
September.....	310,000	102,620	119,049	162,900
October.....	475,600	530,960	34,776	166,049
November.....	315,900	708,953	22,103	44,057
December.....	353,000	250,979	10,455	78,274
January.....	123,300	307,976	29,029	90,906
February.....	161,100	212,736	37,924	60,764
March.....	.....	412,554	.....	42,694
April.....	.....	68,000	.....	28,326
May.....	.....	90,100	.....	34,079
June.....	.....	453,467	.....	15,055
July.....	.....	165,769	.....	45,931
Total bushels.....	2,016,890	3,649,340	453,956	866,844

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Mar. 12 has been as follows:

FEB.	NO. 2.*		NO. 1. NO.*		NO. 2		STR.		NO. 2		NO. N. W.	
	R. W. WHT.	SP. WHT.	LOW.	HIGH.	LOW.	HIGH.	LOW.	HIGH.	LOW.	HIGH.	LOW.	HIGH.
12.....	1.19	1.21	1.20	1.21	44 1/2	44 1/2	31 1/2	31 1/2	.....	.....	.....	.....
13.....	1.19	1.21	1.20	1.21	44 1/2	44 1/2	31 1/2	31 1/2	.....	.....	.....	.....
14.....	1.20	1.22	1.21	1.22	44 1/2	44 1/2	32 1/2	32 1/2	83 1/2	83 1/2	.....	.....
15.....	1.20	1.23	1.22	1.24	44 1/2	44 1/2	32 1/2	32 1/2	76 1/2	76 1/2	.....	.....
16.....	1.19	1.22	1.19	1.23	44 1/2	44 1/2	32 1/2	32 1/2	.....	.....	.....	.....
17.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	.....	.....	.....	.....
18.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	.....	.....	.....	.....
19.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	.....	.....	.....	.....
20.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
21.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
22.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
23.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
24.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
25.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
26.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
27.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
28.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
29.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
30.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
31.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
Mar.....	1.18	1.20	1.19	1.23	44 1/2	44 1/2	31 1/2	32 1/2	83 1/2	83 1/2	.....	.....
1.....	1.14	1.16	1.15	1.17	45 1/2	45 1/2	31 1/2	31 1/2	83	83	.....	.....
2.....	1.14	1.16	1.15	1.17	45 1/2	45 1/2	31 1/2	31 1/2	80	83 1/2	.....	.....
3.....	1.14	1.17	1.15	1.18	45 1/2	45 1/2	31 1/2	31 1/2	78	78	.....	.....
4.....	1.15	1.17	1.15	1.18	46 1/2	46 1/2	32 1/2	32 1/2	80	85	.....	.....
5.....	1.15	1.17	1.15	1.18	46 1/2	46 1/2	32 1/2	32 1/2	.....	.....	.....	.....
6.....	1.15	1.17	1.15	1.18	46 1/2	46 1/2	32 1/2	32 1/2	.....	1.39	1.39	.....
7.....	1.14	1.17	1.15	1.18	46 1/2	46 1/2	32 1/2	32 1/2	78 1/2	78 1/2	.....	.....
8.....	1.14	1.17	1.15	1.18	46 1/2	46 1/2	32 1/2	32 1/2	78 1/2	78 1/2	1.38 1/2	1.38 1/2
9.....	1.13	1.17	1.14	1.17	46 1/2	46 1/2	32 1/2	32 1/2	79 1/2	85	.....	.....
10.....	1.14	1.17	1.14	1.17	46 1/2	46 1/2	32 1/2	32 1/2	83 1/2	83 1/2	1.39 1/2	1.39 1/2
11.....	1.13	1.15	1.15	1.16	46 1/2	46 1/2	32 1/2	32 1/2	85 1/2	85 1/2	.....	.....
12.....	1.13	1.15	1.15	1.16	46 1/2	46 1/2	32 1/2	32 1/2	85 1/2	85 1/2	.....	.....

During the week ending February 17, Prime Contract Timothy Seed sold at \$2.82 1/2 @ 2.87 1/2 per cental; Prime Contract Clover Seed at \$12.50; Hungarian at \$1.40 @ 1.65; German Millet at \$1.35 @ 1.75; buckwheat at \$1.10 @ 1.15 per 100 pounds.

During the week ending February 24, Prime Con-

tract Timothy Seed sold at \$2.90 per cental; Prime Contract Clover Seed at \$12.50; Hungarian at \$1.45 @ 1.65; German Millet at \$1.25 @ 1.75; buckwheat at \$1.10 @ 1.15 per 100 pounds.

During the week ending March 3, Prime Contract Timothy Seed sold at \$2.90 @ 3.00 per cental; Prime Contract Clover Seed at \$12.50 @ 12.60; Hungarian at \$1.40 @ 1.70; German Millet at \$1.25 @ 1.75; buckwheat at \$1.10 @ 1.15 per 100 pounds.

During the week ending March 10, Prime Contract Timothy Seed sold at \$3.00 @ 3.05 per cental; Prime Contract Clover Seed at \$12.60 @ 12.85; Hungarian at \$1.40 @ 1.65; German Millet at \$1.25 @ 1.75; buckwheat at \$1.10 @ 1.15 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1905:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	105,472	90,021	.....	.....
Corn, bushels.....	1,325,204	1,593,531	1,099,519	1,871,795
Oats, bushels.....	235,839	218,662	144	.....
Barley, bushels.....	.....	10,000	.....	.....
Rye, bushels.....	26,172	22,733	.....	.....
Timothy Seed, lbs.....	.....	747	1,015	701
Clover Seed, lbs.....	4,260	14,892	2,951	554
Hay, tons.....	4,416	3,639	1,220	1,660
Flour, bbls.....	116,653	222,953	39,687	169,775

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Flour, bbls.....	84,537	123,164	8,078	43,567
Wheat, bushels.....	10,758	36,784	93,878	53,723
Corn, bushels.....	877,454	1,045,862	1,115,761	614,911
Oats, bushels.....	265,665	292,703	10,994	1,400
Rye, bushels.....	1,018	2,476	.....	.....
Barley, bushels.....	39,313	8,372	61,366	.....
Flaxseed, bushels.....	605	554	.....	.....
Mill Feed, tons.....	780	922	47	46
Cornmeal, bbls.....	2,181	3,932	1,425	2,059
Oatmeal, bbls.....	11,647	8,048	4,390	9,995
Oatmeal, sacks.....	2,090	6,755	1,815	7,780
Hay, tons.....	13,100	10,990	1,859	1,760

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.
Navigation closed.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	821,000	1,002,405	956,983	926,162
Corn, bushels.....	6,830,850	7,304,518	3,723,158	4,150,140
Oats, bushels.....	3,860,537	6,777,796	2,473,614	3,190,336
Barley, bushels.....	1,966,953	2,549,027	404,784	405,911
Rye, bushels.....	1,115,000	234,427	112,725	168,144
Timothy Seed, lbs.....	3,192,684	3,589,627	1,588,641	1,352,180
Clover Seed, lbs.....	371,326	880,514	322,173	965,753
Other Grass Seed, lbs.....	1,111,873	2,027,753	2,263,461	4,958,645
Flax Seed, bushels.....	161,285	166,916	14,823	30,220
Broom Corn, lbs.....	1,123,800	528,080	465,983	640,810
Hay, tons.....	19,643	25,220	1,015	847
Flour, bbls.....	640,274	809,038	519,225	695,170

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	93,819	145,277	75,698	83,126
Corn, bushels.....	662,220	1,039,438	430,889	631,506
Oats, bushels.....	438,489	303,374	222,158	173,555
Barley, bushels.....	105,000	122,250	1,062	4
Rye, bushels.....	20,189	49,045	11,292	19,013
Timothy Seed, bags.....	2,811	3,127	2,889	3,256
Clover Seed, bags.....	5,019	6,760	2,922	4,650
Other Grass Seed, bags.....	7,671	5,599	9,594	8,163
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	8,500	10,984	5,124	6,097
Flour, bbls.....	.....	.....	.....	.....

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Miss Jennie L. Taylor has sold her grain business at Morrison, Ill.

Metzher Bros. are reported to have sold their grain business at Pana, Ill.

Fred E. Streitmatter is building a 20,000-bushel elevator on his farm near Princeville, Ill.

It is reported that the capital stock of the Savoy Grain and Coal Co., Savoy, Ill., will be doubled.

S. Miller and C. Gade have bought the Sweigart Elevator at Weldon, Ill., taking possession March 1.

The Shellabarger Elevator Co. of Decatur, Ill., has increased its capital stock from \$150,000 to \$250,000.

Merritt Bros. & Co. are enlarging their elevator at Dwight, Ill., and will have it completed about May 1.

The Findlay Grain and Coal Co. of Findlay, Ill., has increased its capital stock from \$4,000 to \$6,000.

Hiram Copps, who is building a new feed mill near Walton's Elevator at Urbana, Ill., has installed the boiler.

Henry White, a grain and stock buyer at Warsaw, Ill., has temporarily suspended business, owing to financial difficulties.

C. B. Mundy & Co. are reported to have succeeded to the grain business of the Mundy-Settlemyre Co., Litchfield, Ill.

Members of the Farmers' Grain Co. of Seneca, Ill., are reported to have held a meeting to make arrangements to build an elevator at Langham.

The Smith-Hippen Co. has decided to rebuild its burned elevator at Leslie Station, near Pekin, Ill. The new house will be a large and modern structure.

W. H. Council's new 15,000-bushel grain elevator at Vanwood, Ill., will be completed by April 1. It was built by the Burrell Engineering and Construction Co.

The Adrian Elevator Co. of Adrian, Ill., has been incorporated. The capital stock is \$5,000 and Thos. Singleton, W. T. Lambert and W. S. Black are incorporators.

At Sibley, Ill., the Sibley Grain Co. has been incorporated by Geo. Stockdale, Wm. Rudolph and Aug. Brucker. The capital stock is \$5,000 and the company is licensed to deal in grain and coal and operate elevators.

The Zorn Grain Co. of Bloomington, Ill., has awarded its contract to the Burrell Engineering and Construction Co. for a 40,000-bushel grain elevator at Leroy, Ill. A 25-horsepower Charter Gas Engine will furnish the power.

G. Betourne, grain and feed merchant of Kankakee, Ill., has sold the retail department of his business to Jos. Bourdreau. The sale includes the stock of grain and poultry food, dwelling house and barn. Consideration, \$5,000.

The Fieldon Mill and Elevator Co. of Fieldon, Ill., has been incorporated with a capital stock of \$6,000. The incorporators are: H. S. Essmuelleir and August Berlinger of St. Louis, and Frank Brieg of Fieldon. The latter will be manager.

It is said that the Wabash Railway will move its depot at Ritchie, Ill., to North Ritchie, two miles from the former town. It is also stated that the grain dealers have been induced to sign a contract agreeing to build at North Ritchie.

Articles of incorporation have been filed by the Wyant Grain Co. of Wyant, Ill., the capital stock being \$4,000. The incorporators are John Einslee, Delbert Mowry and F. S. Laughlin. The company will deal in feed, fuel, building material and implements.

The sale of the Northwestern Elevator at Van Patten, Ill., to the National Farmers' Exchange has been consummated. The consideration was \$4,250. E. H. Hess, who has been manager for the Northwestern Elevator Co., has been retained by the new owners.

Articles of incorporation have been issued to the Colfax Grain Co. with head offices at Colfax, Ill. The concern is a co-operative affair and there are about 200 stockholders. The capital stock is \$8,000. The object of the corporation is to do a general grain business at Colfax. The incorporators are Ernest E. Wonderlin, August Spiegel, W. C. Blumeshine, D. L. Withers and M. J. Lewman. The following directors were elected at a meeting February 18: For a year, John Moore, Samuel Weeks,

Albert Kruse; for two years, F. T. Kennedy, W. C. Knight, E. Watson, and for one year, John Lindenbaum, H. W. Stricklen and John Schuler.

Wm. Kleiss has sold his interest in the elevator firm of Condon & Kleiss at Pesotum, Ill., to Ed. Melaney and the style of the new firm will be Condon & Melaney. Mr. Kleiss has formed a partnership with his son-in-law, Frank Ludwig, and they have purchased the elevator of J. E. Davis at Pesotum.

Lewis & Beggs, who own several elevators at points east of Jacksonville, Ill., have bought Oakes Bros.' house at Bluffs, Ill. Oakes Bros. have been in the grain business in Bluffs for nearly twenty-five years and their elevator there was one of the most complete in that part of the state. The purchasers are to take possession about May 1.

Ford & Metcalf have been succeeded at Illiopolis, Ill., by Mansfield-Ford Grain Co., the company being composed of N. A. Mansfield, Geo. E. Ford, P. Correll and W. E. Close and W. Constant. Lee G. Metcalf will operate the plants at Lanesville and Buffalo. Messrs. Metcalf and Ford were formerly associated in the grain business at Illiopolis, Lanesville and Buffalo.

The Shellabarger Elevator at Milmine, Ill., has been sold to Hamman & Walker. Frederick Hamman, the senior member of the firm, is a wealthy farmer living near Milmine. Geo. W. Walker was formerly with B. S. Tyler & Co. of Decatur, but is now engaged in the grain brokerage business in that city. Possession was given March 1. The sale was made through C. A. Burks of Decatur.

The Earlville Grange Elevator Co. of Earlville, Ill., has incorporated with a capital of \$12,000; the company will deal in grain, fuel and merchandise; the incorporators are J. M. Van Horn, Alvin Kaminsky and Edward Weidner. The latter recently secured a site at Earlville for an elevator which, it is said, will have a capacity of 60,000 bushels. It will be 36x48 feet on the ground and 50 feet high to the top of the bins.

Twist Bros., grain dealers, with headquarters at Rochester, Ill., and branches at Pawnee, Divernon, Beechley, Berry and Breckenridge, are discontinuing. The firm is composed of Ira, Ralph, John A. and Noah Twist. It is not announced what the intention is in regard to the disposal of the buildings and other property of the firm, but it will be later determined when the outstanding accounts of the firm have been settled.

R. M. Ensign & Co., who have been operating the elevator at Hudson, Ill., have sold out to A. M. Skinner, Wm. Lawrence and John Lawrence for \$11,500. The sale includes the elevator building and all fixtures, including gas engines and power house adjoining, the frame office building, wagon scale, all located in the west side of the right-of-way of the Illinois Central Railway. The new owners trade as A. W. Skinner & Co.

EASTERN.

W. W. Fish is starting a grain store at Freeport, Me.

Charles Prescott will build a grain and grocery store at Deerfield, N. H.

Curley Bros. are said to contemplate erecting a grain elevator at Wakefield, Mass.

D. J. Dewire, a dealer in coal at North Billerica, Mass., has added grain and hay to his business.

C. F. Kimball has fully recovered from injuries received recently in his elevator in Salem, N. H.

C. W. Atwood will erect a grain elevator and coal sheds at Oakville, Conn., and engage in the grain and coal business.

James Rooney has sold his grain and coal business at Skinners Eddy, Pa., to Daniel Carter and has removed to his farm.

John B. Eaton, a grain dealer of Westerly, R. I., has filed a voluntary petition in bankruptcy, placing his liabilities at \$17,987.06, and his assets at \$13,354.16.

The finishing touches have been added to the new elevator of W. H. Dewhirst at Groveland, Mass. The conveying machinery is in and working nicely and the office has been completed.

It is possible that the improvements in the harbor at Portland, Me., to be made under the appropriation of \$250,000 by Congress, may result in the erection of additional elevator facilities at that port; at least, this is the local opinion.

The H. K. Webster Co. of Lawrence, Mass., who recently bought the grain warehouse at Marble Ridge, North Andover, Mass., has sold the business to T. A. Holt & Co., a local grocery firm. Jos. H. Putnam is in charge as manager.

Work of remodeling the building at Bridgeport, Conn., to be used as a grain and beef warehouse by W. M. Terry, has been completed. A large three-story brick addition has been constructed at the rear of the old building and a small frame building

erected on the roof of the addition in which the scales for weighing grain will be placed.

The A. A. Smith Co., with offices at Bayonne, N. J., has filed amended articles of incorporation, including with the original objects of the corporation the sale of coal, wood, fuel, feed and grain, and with the right to lease and purchase property.

The new grain elevator and warehouse of Henry A. Bugbee at Willimantic, Conn., will cost about \$25,000. The building will be 40x130 feet and will be equipped with modern conveying and grinding machinery. The entire plant will be operated and lighted by electricity.

The Holmes, Keeler, Selleck Co. of Norwalk, Conn., is completing arrangements for the erection of a grain elevator. Plans are being drawn by Munson Bros. of Utica, N. Y. They provide for a frame structure, about 40x60 feet, three stories high, with cupola. The machinery will be operated by electricity and the building will be thoroughly modern in every detail and equipment. The contract for erecting the structure has not yet been let, but operations will begin as soon as the frost is out of the ground.

OHIO, INDIANA AND MICHIGAN.

Ed. McCue has sold his elevator at Pittsburg, Ohio.

Million & Son will rebuild their burned elevator at Lake Cicott, Ind.

H. M. Stehman is the purchaser of F. B. Mobitt's elevator at Cicero, Ind.

Sheller & Disher are reported to have sold their grain business at Tokio, Ohio.

E. B. Maikranz has succeeded Wm. H. Stelloh in the grain business at Mackey, Ind.

Levi Loutzenheiser has bought the elevator of Gehman & Shriver at Louisville, Ohio.

Buckley Bros.' elevator at Kingman, Ohio, has been purchased by H. H. Hollingsworth.

F. Johnston of Larue, Ohio, has bought the grain business of W. S. Snyder at Carey, Ohio.

The Chesaning Grain Co. of Chesaning, Mich., has incorporated with a capital stock of \$20,000.

D. L. Leas will, it is understood, be owner of one of the new elevators to be built at Waterloo, Ind.

Hugh Rogers is reported to have succeeded to the grain business of Hyatt & Rogers at Washington, Ind.

The W. H. Gardner Grain Co. of Bellevue, Ohio, has changed its name to the W. H. Gardner Grain and Mill Co.

P. R. Murphy has bought the warehouse of Geo. Ruff at Carroll, Ohio, and will engage in the hay and feed business.

The Witmer Grain Co. of Grabill, Ohio, has increased its capital stock from \$10,000 to \$15,000. Emil Erhart is secretary.

Homer J. Weaver has bought the Crim Elevator and warehouses at Galion, Ohio, and will continue the business on a larger scale.

A Mr. Turnipseed, formerly located near Lafayette, Ind., is said to have removed to Montmorenci, Ind., to engage in the grain and stock business.

A. Titus and S. B. Craig, who have been engaged in the grain and coal business at Blanchester, Ohio, for a number of years, have dissolved, Mr. Titus retiring.

A 40,000-bushel elevator will form a part of the milling plant which the Inglehart Company will erect at Evansville, Ind. Contracts for the buildings have been awarded.

The Farmers' Elevator Co. of Houston, Ohio, has been incorporated with a capital stock of \$5,000 by A. H. Ginn, J. H. Cruse, Geo. H. Ginther, John R. Wolaver and W. H. Mort.

Fred Schleintz & Sons, owners of the elevator at Yellow Springs, Ohio, are said to contemplate erecting a building adjoining their elevator and putting in a stock of general merchandise.

The elevators at Burrows and Bremen, Ind., formerly owned by J. K. Hinkle of Delphi, Ind., have been sold to Chas. R. Lane and John Sagers, composing the firm of Lane & Sagers. The consideration is said to have been \$10,000.

The grain elevator at Kinnikinnick, Ohio, was sold recently at sheriff's sale in the case of Lincoln D. McCoy vs. Milton McCoy. The elevator, scales and machinery were appraised at \$1,363 and were bid in by H. W. Woodrow for the N. & W. Railway, at \$2,140.

The Union Grain and Hay Co. of Cincinnati, Ohio, has recently closed a deal for the site of the old Reedy elevator plant on East Eighth Street, Cincinnati, rounding out a series of purchases of real estate in that vicinity amounting to several thou-

sands of dollars. It is said that the company will erect buildings on this property and materially enlarge its business.

Bartlett, Kuhn & Co. of Terre Haute and Evansville, Ind., have secured the privilege of erecting a string of elevators along the Chicago Division of the Southern Indiana Railroad. This line, which is now being completed, will tap a rich farming section of Illinois.

A new form of co-operation is to be tried at Niles, Mich., where it is reported, the merchants are organizing to build an elevator and warehouse and buy grain and farm produce. The idea is to do business without profit other than that arising from increased trade in merchandise.

Joseph W. Witt has bought the site of the old Globe Mills at Lebanon, Ind., from Adney, Walker & Co., for \$3,700, and will put up an elevator and feed mill. The plant will cost about \$5,000. Mr. Witt is the proprietor of a mill and elevator at Whitestown, Ind., which he will continue to operate.

The Dingledine Grain Co. has been incorporated with a capital stock of \$10,000, to succeed W. N. Dingledine in the grain business at Buckland, Ohio. The incorporators are W. N. Dingledine, Mrs. W. N. Dingledine, W. G. Brorein, R. W. Sharp and Mrs. R. W. Sharp. The company will remodel the Dingledine Elevator.

The Schnaible Grain Co. of Lafayette, Ind., has leased the Wabash Elevator at Shadeland, Ind., for a period of five years, and the Shadeland Grain Co. has been incorporated to operate it. The capital stock of the latter company is \$5,000 and M. Schnaible, John Sattler and J. F. Schnaible are the directors. The headquarters will be at Lafayette.

MINNESOTA AND WISCONSIN.

J. Hoeffken is talking of building an elevator at Norwood, Minn.

A farmers' elevator company is being organized at Airlie, Minn.

A farmers' elevator company is being promoted at Harris, Minn.

The Osborne-McMillan Elevator Co. has closed its house at Lintonville, Minn., for the season.

The Skewis-Moen Co. has closed its elevators at Vernon Center and Dovrey, Minn., for the season.

E. C. and L. W. Thabes have bought the flour, feed and fuel business of John Larson at Brainerd, Minn.

The Peavey flat house at Magnolia, Minn., has been remodeled and will be used for flour and feed storage.

The elevator at Washburn, Wis., is to be improved by the addition of new cleaning and other machinery.

A farmers' elevator company is being formed at Bird Island, Minn. A portion of the stock has been subscribed for.

It is reported that a farmers' elevator company with a capital stock of \$20,000 has been formed at Mallard, Minn.

Frank Sugden has sold his elevator at Stewart, Minn., to E. T. Alguire of White, S. D., who took possession March 1.

A mutual company is being formed at Triumph, Minn., to buy grain. The plans provide for the erection of an elevator.

The Interstate Elevator Co. has sold its house at Triumph, Minn., to the E. L. Leland Co., which will take possession June 1.

A farmers' elevator company has been formed at Lake Park, Minn., with Henry Untiedt as president and T. T. Lemon secretary.

The Guthrie Elevator at Austin, Minn., has been closed for the season and the buyer, C. D. Davis, has returned to Dover, Minn.

The grain elevator of the St. Louis River Logging Co. at Cloquet, Minn., is completed and the machinery has been placed in position.

The Blooming Prairie Farmers' Elevator Co., Blooming Prairie, Minn., has elected T. A. Herron president and C. E. Symes secretary.

The Farmers' Co-operative Elevator Co. has been formed at Milan, Minn., and an attempt is being made to raise \$3,750 to build an elevator.

Directors of the Farmers' Elevator Co. at Springfield, Minn., have accepted plans for a 30,000-bushel elevator and work will be started in April.

The Barth Elevator Co. of Milwaukee has been incorporated with a capital stock of \$60,000, by Fred Vogel Jr., Louis Schneider and Lewis L. Alsted.

The Mower County Farmers' Exchange met recently at Austin, Minn., and appointed a committee to perfect plans for the erection of a co-operative elevator. The committee is composed of the following: A. Newell, H. W. Lightly, Con. Kenevan, Chris. Weber of Moscow, A. P. Weiseman, R. E.

Shepherd, C. L. West, J. J. Furlong, Joe Carll and W. H. Kirkland.

A. O. Grefsrud and O. M. Sommerness are among those who are soliciting stock subscriptions for the proposed farmers' elevator at Rothsay, Minn.

Another large elevator will be built in connection with the Zenith Mill at Detroit, Minn. The increasing business of the mill necessitates more storage room.

Edward Wierwill has rented an elevator at Le Sueur, Minn., and is buying wheat on his own account. Palmer & Co. of Mankato have discontinued business at Le Sueur.

It is reported that farmers have organized to build an elevator at Pelican Lake, Minn., and that they also talk of building an independent railroad line to connect with the Soo.

Henry Grantman has sold his elevator and feed mills at Eden, Wis., to John F. O'Brien. The real estate is valued at \$15,000 and the improvements will amount to as much more.

The co-operative company formed at Lamberton, Minn., will be known as the Farmers' Elevator Association Co. Peter Aune, Thomas Moloney and others compose the committee of organization.

The American Grain Co. did not close its elevator at Bigelow, Minn., on February 1, as contemplated. After visiting Bigelow, Traveling Auditor C. M. Hahn decided to keep the house open.

The organization of the Wheaton Farmers' Elevator Co. of Wheaton, Minn., has been completed and articles of incorporation have been adopted. Martin Lyden is chairman and J. E. Doods secretary.

The grain and fuel business of South & Sasse at Blue Earth City, Minn., has been purchased by the Walter Bowman Elevator Co. of Mankato, Minn. Herman Stavenow has been placed in charge as manager.

John Grosse and brother will build an elevator on the C. & N.W. at Little Suamico, Wis. The house will be 40x60 feet and three stories high. A separate power house, 16x20 feet, will be put up and a 20-horsepower gasoline engine will be installed. A steam hay press will be operated in connection with the elevator.

The Mutual Elevator Co. of Minneapolis has been incorporated with a capital stock of \$100,000. The officers are Edward I. Leeland, president and manager; Lewis M. Burgeson, vice-president, and Agnes D. Leeland, secretary and treasurer. E. I. Leeland, the president of the company, is resident of Minnesota, Minn., and recently purchased a line of five elevators on the C. & N.W. south from Sanborn, Minn. This gave him control of seven houses, and it is supposed that the new company will take over the business.

The Atlantic Elevator Co. of Minneapolis has just placed a contract for twenty-nine country elevators in Minnesota and North Dakota. The houses will stand along the new line of the Soo road from Thief River Falls, Minn., west to Kenmare, N. D., one house at each of the twenty-nine principal stations. Until the railroad fixes the stations and names them nothing more definite can be said. The elevators will be of about 50,000 bushels' capacity each. This will be the most important addition for two years to the large number of country houses under centralized Minneapolis control. It is the largest single country contract let since the Woodward interests and the Prairie Elevator Co. built along the Glenwood-Winnipeg extension of the Soo. George C. Bagley is president of the Atlantic Elevator Co., and C. M. Case, secretary and treasurer. Originally the Atlantic Elevator Co. was organized by the Soo road and was so operated for many years, the railroad company still retaining an interest in the growth and extension of the line of houses.

The Crookston Milling Co. of Crookston, Minn., has recently completed a number of deals that will largely increase its elevator capacity. It has bought the farmers' elevator at Neilsville, Minn., has acquired the St. Anthony and Dakota Elevator Co.'s house on the Great Northern at Crookston and has bought the site of the old Federal Elevator at Climax, Minn., on which it will erect an elevator with a capacity of 30,000 to 40,000 bushels. The house at Neilsville was built by the Farmers' Elevator Co., which became involved with a Minneapolis commission company. It was sold at sheriff's sale and was bid in by one of the original stockholders, the idea being to reorganize the farmers' company and resume business. The plans were, however, unsuccessful and the property was sold to the Crookston Milling Co. The transfer of the St. Anthony and Dakota Elevator at Crookston was effected by C. D. Ramsdell for the former owners and A. G. Sandberg for the milling company. The house is a modern one and will be used in part for the storage of flour. Upon the closing of the above deal Mr. Ramsdell immediately purchased the old O'Brien storehouse farther south on the same railroad for the use of the company for elevator supplies needed by their many grain houses through-

out the district tributary to Crookston. These houses are now being given their annual overhauling, and Mr. Ramsdell states that some additional elevators will be built in this territory, although he was not prepared to say just where they will be located. The old Federal Elevator at Climax was burned last winter.

THE DAKOTAS.

George Gackle will build an elevator at Harvey, N. D.

A farmers' elevator project is being promoted at Litchfield, N. D.

A feed mill has been installed in the Farmers' Elevator at Mapes, N. D.

A movement is on foot to organize a farmers' elevator company at Langford, S. D.

The Metcalf Co. of Minneapolis may build an elevator at Waverly, S. D., this season.

The Independent Elevator Co. has bought the Empire Elevator Co.'s house at Peever, S. D.

William Lawrence is a member of the committee appointed to perfect plans for building the farmers' elevator at Verdon, S. D.

The elevator to be built at Underwood, N. D., by Gackle & Groz of Kulm, N. D., will have a capacity of 30,000 bushels.

In addition to the Burgess Elevator, which was recently completed, seven elevators will be built at Munich, N. D., this season.

A farmers' elevator company has been organized at Wimbeldon, N. D. John Joos Sr. and M. L. Feckler are among the directors.

I. L. Berge is making improvements in his elevator at Velva, N. D. He will replace two small gasoline engines with one of 20 horsepower.

The Gibbs Grain and Fuel Co. of Grand Forks, N. D., has bought the Hyde woodyard at Larimore, N. D. Mr. Hyde will manage the business for the new owners.

There is talk of a farmers' elevator movement at Vermillion, S. D. It is said that one of the local houses is for sale and that the farmers may organize to purchase it.

The Thorpe Elevator Co. of Minneapolis will build a house at Garretson, S. D., on a site which it has controlled for some time. March 20 is the day set for beginning work.

The Lowell elevator and feed mill at Cando, N. D., has been sold to a company of farmers, who will do business on the co-operative plan, with Ralph Atkins as manager.

Farmers living near Elkton, S. D., have taken preliminary steps to organize the Elkton Shipping Association. It is proposed to buy a portable elevator and buy and ship grain.

The Nelson County Farmers' Co-operative Mercantile Co. has been organized at Michigan City, N. D., and will build an elevator. D. Dunlap has been chosen president and W. S. Fowler secretary.

Farmers at Courtenay, N. D., have organized to build a 100,000-bushel elevator. The company will be capitalized at \$50,000. G. A. Tucker has been elected president and D. A. Langworthy secretary.

The Medina Milling and Elevator Co. of Medina, N. D., has been incorporated, with a capital stock of \$25,000, of which \$15,000 has been paid in. The company will build a 40,000-bushel elevator and a 100-barrel mill.

A farmers' elevator company has been organized at Fingal, N. D., and steps taken to incorporate. The company will be a member of the Minnesota Farmers' Exchange. John Leitner is secretary and N. P. Langemo president.

The organization of a farmers' elevator company at Oriska, N. D., is being perfected. The capital stock is to be \$50,000, and the company will buy or build an elevator. The directors include H. R. Bruns and George Goulet.

The Farmers' Independent Elevator Co. has been organized and will build 25,000-bushel houses at Chaffee and Embden, N. D. It is stated that cleaning and feed grinding machinery will be put in. John Martin is president of the company and John Watt is secretary.

The Soo road has let a contract for a frame transfer elevator at Washburn, N. D. It is designed to receive grain coming down the Missouri River by boat, and to transfer it to cars at Washburn. A marine leg and a belt conveyor will be features of the house. The Washburn Grain and Feed Co. will also build a new elevator there this season.

It is reported the Chicago, Milwaukee & St. Paul Railroad Co. has made arrangements for the opening of a grain elevator, lumber yard and other institutions for the accommodation of the settlers in the Whetstone Valley, on the west side of the Missouri River, opposite Wheeler, S. D. The proposed improvements are to be made at what is known as the Platte ferry crossing of the Missouri River, and a line of boats is to be placed in opera-

tion during the coming season between the crossing and the town of Chamberlain, the western terminus of the Milwaukee road.

C. W. Thompson, of Parker, S. D., who completed a new elevator at Centerville, S. D., in December, has sold it to James Scroggs of Beresford, S. D. A. Jay Anderson, who was in charge of the house for Mr. Thompson, will remain in charge at least for the present. Mr. Scroggs has several houses, and has been in the business for a long time.

E. J. Elliott has sold his elevator and stock of flour and feed at Dell Rapids, S. D., to the Field & Slaughter Co. of Akron, Iowa. The company has also leased Mr. Elliott's store building and will continue the flour and feed business. John W. Hedges, who has been in charge of the Field & Slaughter Elevator at Elk Point, S. D., has taken the management of the business at Dell Rapids.

It is reported that another elevator may be built at Cavour, S. D. A man has been found who is anxious to establish the elevator, but just at present there is some difficulty in securing a site. All the available ground belonging to the railroad company is now occupied by warehouses and elevators, all but one of which have been abandoned. In view of this it is believed the railroad company will grant the proposed elevator a site on ground now occupied by one of the elevators which is not in operation.

The new co-operative concern at Valley City, N. D., will be known as the Farmers' Elevator and Mercantile Co. It is proposed to erect an elevator of 50,000 bushels' capacity, to cost in the neighborhood of \$7,000, and to be equipped with modern machinery. If a reasonable price can be agreed upon, they may purchase one of the local elevators. Louis Noltimer, Seymour Granger, O. P. Enerson, William Schultz, A. H. Davidson, Paul Messner and John Alderman have been elected as a board of directors until the first annual meeting is held.

WESTERN.

L. C. Caston has engaged in the feed business at Twin Falls, Idaho.

J. Brewer succeeds Brewer & Littlejohn, flour and feed, Olympia, Wash.

J. A. Miller & Co. are reported selling their warehouse at Palouse, Wash.

J. W. Robinson of Methow, Wash., will open a feed store at Pateros, Wash.

The machinery has been installed in R. Nelson & Son's elevator at Brush, Colo.

Wm. Hayworth, grain and feed dealer of Nampa, Idaho, has gone out of business.

V. T. Case & Co., hay and grain dealers, Spokane, Wash., are reported to have incorporated.

C. J. Pederson, a feed and implement dealer of Forest Grove, Ore., has been succeeded by Rode & Hicks.

Jas. O. Sorrenson & Co. have built a store at Longmont, Colo., and engaged in the grain, hay and fuel business.

The Vollmer-Clearwater Grain Co. has been loading out wheat for Eastern shipment from its warehouse at Kendrick, Idaho.

J. C. McKinley & Co.'s grain business at Everett, Wash., has been purchased by A. McKellar, a hay and grain dealer of the same place.

Cleaning machinery is said to have been installed in the Kettenbach Grain Co.'s warehouse at Kendrick, Idaho. J. C. Bibb is agent at this point.

A purchase of 10,500 bushels of blue-stem wheat was recently made by the Winona Flouring Mills of Winona, Wash., from the Interior Warehouse Co.

The grain warehouse of W. H. Richardson at Longs Station (Dayton), Wash., containing \$30,000 bushels of wheat, collapsed recently. Little of the grain was damaged.

It has been decided to build a farmers' elevator at Coulee City, Wash. Frank Kunz, manager at Wilbur, Wash., for the Farmers' Grain and Supply Co., can give information about the project.

Frank Brigham has erected a building at Cheyenne, Wyo., and is buying and storing grain in anticipation of a large demand next summer, when the railroad and Big Horn Canal are building.

The Spokane Flour Mills, Spokane, Wash., will build three large steel storage tanks for wheat, and a two-story brick warehouse. The capacity of the mill will be increased from 500 to 800 barrels per day.

The Port Costa Milling Co., with headquarters in San Francisco, will erect two new grain warehouses in the Imperial Valley, that state, this season. They will each be 50x150 feet in size and each will have a capacity of 40,000 sacks of grain. One of the new houses will be located at Heber, but the location of the other one has not been given out. This will give the company a storage capacity of 160,000 sacks of grain, and owing to the large barley crop now in sight it is said the warehouses will be taxed

to their utmost capacity to handle and ship the grain as it comes in.

G. C. Christianson, manager at Ellendale, Minn., for the Western Elevator Co., will go to Castle Rock, Colo., where he will engage in the elevator and feed grinding business. He will build a complete new plant.

The Pacific Grain Co. has filed articles of incorporation. The company is organized to do a general wharfage, dockage and commission business. The capital is \$200,000 and the principal place of business is at Pullman, Wash. The trustees are B. Lombard Jr., Boston; Gay Lombard, Pullman, and A. Colin, Portland, Ore.

MISSOURI, KANSAS AND NEBRASKA.

It is asserted that another elevator may be built at Du Bois, Neb.

It is reported that the Westbrook Grain Co. will erect a \$100,000 grain elevator at Kearney, Neb., this season.

Blythe & Patton will build a 20,000-bushel elevator at Blue Springs, Neb., to replace the one recently burned.

The Goehner Elevator Co. of Goehner, Neb., has filed articles of incorporation. The authorized capital stock is \$25,000.

H. G. Gumpert, W. J. Cronin and A. P. Peterson are securing subscriptions for a proposed farmers' and merchants' elevator, to be erected at Fremont, Neb.

The McConaughy Grain Co. of Holdrege, Neb., has sold the west elevator at Grafton, Neb., to E. F. Real and J. W. Fennell, residents of the latter place.

Geo. Coryell has sold his elevator at Brock, Neb., to the Bartling and Bailey grain companies. He has also sold his house at Talmage, Neb., to the Bartling Co.

Articles of incorporation have been filed by the Walker Grain Co. of Kansas City, Mo. The stockholders are J. E. Walker, H. H. Bell and F. A. Wilds, and the capital stock is \$20,000.

John M. Diehls has sold his interest in the grain and milling firm of Diehls Bros. at Scribner, Neb., to A. F. and Henry M. Diehls. The retiring partner has gone to California, where he will locate.

M. R. and B. M. Jones have bought the Ferguson Elevator at Prosser, Neb., and will do business under the firm name of the Prosser Grain Co. Mr. Jones will have the active management of the business.

C. S. Sheldon, the new owner of the mill and elevator at Everest, Kan., will make some improvements in the elevator, and will put in a new gasoline engine. Mr. Sheldon will tear down the flour mill. He has sold a part of the machinery.

At the recent annual meeting of the Farmers' Grain Co. of Sutton, Neb., it was decided to increase the capital stock from \$6,000 to \$10,000. It was stated that many of the stockholders sold their grain to other dealers and refused to comply with the penalty clause of the by-laws. This clause, being a dead letter, was repealed.

Amended articles of incorporation have been filed by the Ewart-Wilkinson Grain Co. of Lincoln, Neb. The authorized capital stock is \$100,000 divided into shares of \$100 each. The legal existence of the corporation is placed at fifty years. J. S. Ewart is president, Richardson Wilkinson, secretary; E. Leet and John M. Admas, incorporators.

Farmers about Miller and Amherst, Neb., have organized the Farmers' Grain Co. and are now buying grain at both of these points on the Kearney & Black Hills road. J. W. Wylie is vice-president and J. E. Harris secretary. W. J. Flagg is buyer at Miller, and C. O. Majors fills a similar position at Amherst. The company proposes to also place a buyer at Watertown, Neb., where scales are now being put in.

Wm. Coleman, who recently moved from Anadarko, Okla., to Carthage, Mo., has just purchased a site at the latter place and will build a 20,000-bushel elevator. Work will be commenced as soon as the weather will permit and the house will be completed in time to handle the new crop. In addition to buying grain Mr. Coleman will ship in feeding stuffs. He was formerly a resident of Carthage and bought grain there, loading it from farmers' wagons into cars.

"Six new grain elevators for this year. This is the assertion made by G. W. Wattles, president of the Omaha Grain Exchange," says the Omaha World-Herald. "One of them is the Independent Elevator on the Omaha grain terminals, which is to be of 1,000,000 bushels' capacity, and for which the foundations are now nearly completed, and the material for the tubular steel storage tanks is now being delivered. Another is the 1,000,000-bushel elevator now being constructed by the Urdike Grain Co., in the north part of South Omaha. Two are Merriam & Holmquist's and J. F. Twamley & Sons', both of which firms have already bought sites next

to Northwestern and Missouri Pacific trackage in the north part of the city, though other sites may yet be selected. And two more are large, responsible firms, whose identity the time is not yet ripe to make public, Mr. Wattles says. Other projects in connection with the Omaha grain market are satisfactorily developing, he asserts, though not yet ready for publication."

The John S. Metcalfe Co. drew the plans for the new 1,000,000-bushel elevator for the Atchison, Topeka & Santa Fe Railway at Argentine, Kan. It will consist of a 280,000-bushel frame working house and a 720,000-bushel concrete storage annex. A 1,000-horsepower steam plant will furnish the power. Work of excavating for the foundations was started on February 15. The earth was frozen solid to a depth of three and one-half feet below the surface and ordinary methods of excavating were, therefore, out of the question. To overcome the difficulty trenches were blasted out with dynamite and filled with old ties and logs soaked in oil. These were set on fire and the ground thawed out. As it is intended to have the plant ready for business this fall, work will be rushed with all possible speed. The Santa Fe has completed its new Argentine switch yards, and when the elevator is completed the Santa Fe will, it is claimed, be in better shape than any other railroad entering Kansas City to handle either grain or live stock. One hundred and fifty tons of small steel bars will be used in the construction of the stone and cement foundation for the purpose of giving strength and solidity to the foundation for the buildings.

SOUTHERN AND SOUTHWESTERN.

Reported that Horne & Goans will build an elevator at Loudon, Tenn.

S. P. Buie has withdrawn from the grain firm of S. P. Buie & Co. of Lake City, Fla.

E. M. Offutt & Son, grain dealers of Georgetown, Ky., have been succeeded by Offutt & Blackburn.

The Humphreys Mill and Elevator Co. has purchased additional property at Lawton, Okla., and will erect a 150-barrel mill.

The Webster-Lock Milling Co. has been incorporated at Columbia, Tenn., with a capital stock of \$15,000, and will build a mill and a 50,000-bushel elevator.

The grain drier at the old Chalmette (New Orleans), La., docks and elevators has been rebuilt and improved. This has greatly improved the facilities for handling grain at this point.

R. N. Garrett has sold his grain and other business at Troy, Texas, to W. O. Maedgan & Sons, with whom he was formerly associated. Mr. Garrett retires on account of continued ill health.

J. B. McLemori of Nashville, Tenn., has received plans from the Burrell Engineering and Construction Co., Chicago, for a new 15,000-bushel grain elevator and eight-story warehouse in Nashville.

The Lafollette Mill and Grain Co. of Lafollette, Tenn., has been incorporated. The capital stock is \$3,000 and John W. Reed, G. W. Grass, Coon C. Grass, Wm. Grass, C. C. Sharp and others are incorporators.

The Farmers' Elevator Co. of Tonkawa, Okla., has been incorporated. The capital stock is \$10,000, and the incorporators are Thomas Grabel, Douglas Bills, T. P. McDaniels, W. D. Brown, R. E. Brook, W. Bolick and T. E. Burk.

The Helena Milling and Elevator Co. of Helena, Okla., has been incorporated with a capital stock of \$30,000. The incorporators are William Berrien of Camp Point, Ill.; Charles Hirth and George Hirth of Quincy, Ill., and T. R. Harris and P. V. Immell of Helena.

The Werkheiser-Polk Milling and Elevator Co. of Temple, Texas, is preparing to build two steel storage tanks with a capacity of 50,000 bushels each. The tanks will be located near the company's present elevator and will be operated by the machinery of this house.

Articles of incorporation have been filed by the Kaufman County Mill Co. of Kaufman, Texas, with a capital stock of \$15,000. The company is empowered to construct and operate mills, elevators, etc. J. B. Anthony, J. B. Porter and E. M. Friend, all of Terrell, Texas, are the incorporators.

W. A. Peavey, head of the Peavey Elevator Co. of Minneapolis, visited New Orleans, La., recently and the rumor was immediately started that his company would build an elevator at New Orleans. So far as can be learned nothing authoritative regarding the matter has been given out.

A. J. Morriss, claim agent for the Southern Pacific, has resigned and will look after his private business. For some time he has been a member of the firm of O. P. Jackson & Co., dealers in grain, hay and feed at Houston, Texas. Mr. Jackson, the other member, has had charge of the business, while Mr. Morriss has been devoting his time to his duties in the claim department. The business has increased to such an extent, however, that Mr.

Morriss is compelled to leave the railroad service and look after his interests.

Vandenburgh Brothers and others of Blackwell, Okla., expect to commence the building of a 500-harrel flouring mill at Blackwell within sixty days. The building will be of pressed brick and will be furnished with the very latest machinery. A large grain elevator will be built in connection with the plant.

The contract for the grain elevator and mill to be erected at Ft. Smith, Ark., by the Western Grain Co. has been awarded to P. H. Pelkey of Wichita, Kan. The elevator will have a handling capacity of eight cars a day and a storage capacity of 18,000 bushels. The equipment will include a hurr mill outfit for making table meal. A 60-horsepower Fairbanks-Morse Gasoline Engine, running on natural gas, will be used.

The Fouke-Sheperd Grain and Commission Co. has started business at Texarkana, Ark. The members of the firm are Col. Geo. W. Fouke and C. L. Shepard of Texarkana, and Geo. E. Dilley of G. M. Dilley & Son, Palestine, Texas. Mr. Shepard will be in charge as general manager, and W. P. Littlejohn, who has been with the Arkansas and Texas Grain Co., will have charge of the grain business. The company will do a general commission business in addition to handling grain and will also buy cotton.

The burned grain elevator of the Liberty Mills at Nashville, Tenn., will be replaced by a modern steel and concrete structure. The old house had a capacity of 50,000 hushels, but the new one will be considerably larger, probably 75,000 to 100,000 bushels. Bids have been invited and it is probable that the contract will be let at an early date. A contract has already been awarded for installing a 1,500-horsepower engine in the new elevator. This will give three times greater power than the old one, which has been transferred to the Cumberland Mills and substituted for the engine of that plant which was recently wrecked.

The Illinois Central Railroad has begun reconstruction work on its Stuyvesant terminal facilities at New Orleans. The grain elevators, conveyors and wharves will be rebuilt with all possible speed, and within eight months are expected to be entirely replaced. It is stated that within 60 days the larger of the two elevators burned will be ready for grain. These two elevators had a capacity of 1,000,000 and 1,500,000 bushels, respectively. Proposals for various classes of construction will probably be invited in connection with the rebuilding. Contract for rebuilding elevator E, capacity 1,500,000 bushels, has already been awarded. Contract for rebuilding about 1,000 feet of warehouse sheds has been awarded to James Stewart & Co., at about \$75,000. The railway company has already rebuilt 600 feet of permanent dock. H. U. Wallace, chief engineer of the Illinois Central, with office in Chicago, is temporarily at New Orleans in active charge of the plans for rebuilding.

IOWA.

Charles Swecker is the new owner of the elevator at Hartwick, Iowa.

Stock is being subscribed for the erection of a farmers' elevator at Fenton, Iowa.

Work has been started on the new house of the Thorpe Elevator Co. at Struble, Iowa.

J. H. Hamilton & Co. are receiving material for the new elevator they are to build at Modale, Iowa, this season.

It has been decided to build a farmers' elevator at Alvord, Iowa. E. D. Rogers and Wm. Oldenburg are among the promoters.

The grain warehouse at Rutland, Iowa, formerly owned by J. Brown, has been purchased by J. Wells and has been converted into a stable.

The Fostoria Elevator Co. has taken possession of the Reliance Elevator Co.'s house at Fostoria, Iowa. The officers of the new company are F. A. Clifton, president; Frank Riley, secretary; G. W. Anderson, treasurer, and B. D. Dunning, manager.

The Bosch-Ryan Grain Co. will probably rebuild its burned elevator at Cedar Rapids, Iowa. The company has addressed a petition to the city council asking that a portion of two streets be vacated in order that a plant larger than the old one can be erected.

Articles of incorporation of the Stuhr & Reesy Grain Co. of Minden, Iowa, which began business on November 28, 1904, have been published. They show that the company is capitalized at \$10,000 and that the officers are: J. C. Stuhr, president; Wm. Stuhr, vice-president; John U. Reesy, secretary and treasurer.

An effort is being made to secure the erection of a large transfer and cleaning elevator at Sioux City, Iowa. The local commercial club has interested itself in the matter and has sent a representative to Chicago to interest some of the large grain handlers in the project, but no definite steps

have been taken. It is suggested that the railroads operating in the territory should build the house or that the Commercial Club should be the builder.

I. Knudson will make extensive repairs in his elevator at Akron, Iowa. He will put in new foundations, a new cemented pit, an eight-horsepower gasoline engine and other machinery.

The Northern Grain Co. has removed its Iowa offices from Des Moines to Cedar Rapids. The company has closed a long-time lease with the C. & N.-W. for two lots at the latter place and has commenced the erection of a three-story building, 60x70 feet, which will be completed by May 15. Within the past two years the company has extended its business to include the operation of a large cold storage plant at Manitowoc, Wis., where its two great terminal elevators are situated. Hundreds of thousands of dollars' worth of butter, eggs and fruit have been stored by the company, which now proposes to make its central plant in Cedar Rapids, and to this end the building just described will be completely equipped with the latest and most approved refrigerating machinery. As soon as this building is completed, another, 60x70, and two stories, will be erected. The company will handle butter and eggs on an extensive scale and will probably offer storage for immense quantities of fruit. L. W. Gifford, who is state manager for the company, has taken up his headquarters in Cedar Rapids. The Northern Grain Co. has about fifty elevators in Iowa.

CANADIAN.

A 40,000-bushel elevator will be built at Didshury, Alta., this season.

A. York & Sons have engaged in the grain and commission business at Edmonton, Alta.

G. W. Napier has commenced business at Macgregor, Man., as a flour and feed dealer.

Campbell Bros., flour and feed dealers of Caron, Assa., are said to be advertising to close out.

J. A. Jamieson of Montreal will superintend the construction of the elevator at Port Colborne, Ont.

The A. Kelly Milling Co. is building a flour and feed shed in connection with its elevator at Rocanville, Assa.

It is reported that N. McLellan & Co. are selling out their feed and produce business at Grand Forks, B. C.

Swain & Herringshaw have bought the flour and feed business of A. J. Patterson at Portage la Prairie, Man., and will take possession about May 1.

Work is now under way on the new elevator at St. Boniface, Man., which is being erected by the Colonial and Andrew-Gage companies. It will be known as the International Elevator Co., Ltd.

Bonds of the Empire Elevator Co., the new grain terminal company at Fort William, Ont., have been all taken by the Minnesota Loan and Trust Co. of Minneapolis. Although the institution is Canadian, many of the stockholders are prominent Minneapolitans. The grain elevator and tanks were built by the Barnett & Record Co. of Minneapolis, and now a \$375,000 loan has been made by the Minneapolis financial institution. Grain terminals in Canada as a rule belong to the railroads. Four lines, operating 350 houses, decided to possess their own terminals at Fort William, on the Canadian Pacific road and Lake Superior. These companies, the Northern Elevator Co., the Dominion Elevator Co., the Winnipeg Elevator Co. and the Canadian Elevator Co., built a 500,000-bushel working house, and forty-eight tile tanks and interstices, with capacity of 1,250,000 bushels, and incorporated their interests as to terminals. The incorporation owns fine docks at the mouth of the Kaministiquia River.

The grain handled at the elevators at Fort William and Port Arthur, Ont., during the season of navigation of 1904, amounted to 17,046,939½ bushels, against 15,755,456 bushels in 1903. Of this, 14,274,804.40 bushels were carried in Canadian bottoms to eleven Canadian and two U. S. ports, whilst 2,772,135.10 bushels were carried in U. S. bottoms to four U. S. ports, against 13,814,595.40 bushels and 1,940,860.20 hushels respectively in 1903. The Canadian grain handled at the Canadian elevators at the eastern end of the inland navigation was:

	1904. Bushels.	1903. Bushels.
Depot Harbor	4,393,117.20	2,229,052.10
Goderich	2,030,641.20	1,844,747.50
Owen Sound	1,506,963.20	1,514,786.30
Midland	1,178,711.00	2,580,116.40
Montreal	1,112,927.50	780,190.50
Sarnia	1,051,135.30	677,794.00
Meaford	843,009.20	672,007.19
Collingwood	594,906.10	556,091.50
Sault Ste. Marie (for or- ders)	210,000.00	.....
Kingston	206,723.20	1,334,162.00
Port Colborne	141,800.50	.....
Total	14,274,804.10	13,814,595.40

THE EXCHANGES

A Chicago Board of Trade membership was sold recently at \$3,000 net to the buyer, the lowest price for many months.

It is stated that E. M. Campbell will be appointed grain inspector at Toronto to succeed E. A. Adamson, who retired some time ago.

Different varieties of Australian grains are to be exhibited at the Chicago Board of Trade. The samples are in charge of James de Conlay Jr., special commissioner and correspondent of the Australasian press.

The new grain rules of the Cincinnati Chamber of Commerce went into effect March 1. The grain inspection committee has carefully and completely revised the rules and expects that they will be satisfactory to the trade.

Representatives of St. Louis and Peoria shipping interests were recently in conference with the transportation committee of the Chicago Board of Trade and E. S. Boyd, G. E. Marcy and James Pettit over the rates on export grain. The meeting was presided over by Chairman J. T. Sickel, of the transportation committee. The St. Louis representatives were W. P. Kennett, W. H. Danforth, G. F. Powell, E. S. Tompkins and Mr. Ballard. T. A. Grier represented the Peoria market.

At a recent meeting of the grain committee of the Chicago Board of Trade and members of the state inspection department type samples of No. 1 Northern wheat were decided upon. There has been so little of this wheat brought here so far on this crop that it has not been necessary to fix the type sample heretofore. Now that there is a prospect of some coming when navigation opens it was necessary to decide upon a standard for guiding the track inspectors. It was decided to make the standard test 57½ pounds against 58 pounds last year.

The charter of the Memphis Hay and Grain Association provides that the first officers of the body are to be chosen by the charter members. This fact was overlooked and at the first meeting of the Association, on February 17, T. B. Andrews and W. P. Brown were chosen president and secretary, respectively. When it was found that the proceedings had been irregular Messrs. Andrews and Brown, who had been elected over their protests, declined to stand for re-election. At a meeting held on February 21 Charles D. Jones was named as president and John B. Edgar as secretary. V. L. Rogers was re-elected vice-president.

The following committees have been named by the new Lincoln, Neb., Grain Exchange: Arbitration—E. D. Foster, E. McCann, E. E. Barber, J. W. McDonald, J. S. Ewart. Applications—J. T. Evans, W. N. Burgess, Thomas Cochrane, George H. Clark, N. C. Shannon. Grain Inspection and Weighing—C. G. Crittenden, H. O. Barber, W. T. Barstow. Elevator—U. G. Powell, Ed. Mitchell, W. H. Ferguson, James Burke, F. D. Levering. Membership—E. D. Foster, H. E. Coe, L. J. Dunn. Finance—W. T. Auld, S. H. Burnham, J. E. Miller, J. B. Wright, Alex. Berger. Rooms and Building—Paul Holm, J. W. McDonald, W. H. Ferguson, S. H. Burnham, Alex. Berger.

The Circuit Court of the district in which South Bend, Ind., is located has appointed John E. Costello of the Chicago Board of Trade an inspector of grain for St. Joseph County, Ind. Mr. Costello will be under the direction of the Chicago Board of Trade and will be paid by that institution. The appointment was made at the instigation of the Chicago market so as to greatly facilitate the shipping of grain from points in St. Joseph County. Under the old method it was often necessary for Mr. Costello to go to South Bend two or three times a week to make inspections or else send the grain to Chicago for inspection before it could be shipped to other points. Mr. Costello has the authority to appoint assistants in his work.

The recently organized Merchants' Grain Co. of Chicago has been admitted to the clearing house by the directors of the Board of Trade. This company, whose organization we reported last month, is capitalized at \$25,000, the officers being John Walters of Walters Bros., president, and W. H. Moorhead, of Van Wie & Moorhead, secretary. The stock of the company is distributed among and owned by a number of different Board of Trade firms, most of them engaged in the hay trade. All of them have more or less business to do in futures for customers, but not enough to warrant them in going to the expense of maintaining the necessary organization. In consequence they have got together in the Merchants' Grain Company, which will take care of the business in futures of all concerns interested. Besides the two firms named, Bridge & Leonard, H. H. Freeman & Co., Kemper Bros., Bernhardt Pfaelzer and Charles Zieman & Co., all

Board of Trade firms, are interested in the Merchants' Grain Company, and some stock is owned by firms not otherwise associated with the Board.

The directors of the Chicago Board of Trade are opposed to having Oregon red Russian wheat made deliverable on contracts and favor the establishment of two separate grades for the coast wheat of "Western white wheat" and "Western red wheat."

On February 18 the members of the Baltimore Chamber of Commerce gave a dinner at the Belvedere Hotel, in honor of Geo. C. Wilkins, who recently retired as local agent of the Pennsylvania Railroad. During his tenure of office Mr. Wilkins was especially kind to the grain men, and the dinner was given as a mark of appreciation.

Walter Comstock, John H. Jones and Emil W. Wagner have been named as the insolvency committee of the Chicago Board of Trade, in pursuance of the following resolution, recently adopted by the directors: "Resolved, That a committee be added to the standing committees of the Board, to be designated 'Committee on Insolvencies,' to consist of three directors of the Board. The duties of such committee shall be, in case of business failure of any person, firm or corporation, represented in the membership of the Board, to investigate as to the causes of such business failure and to inquire into all circumstances connected therewith, which, in the judgment of the committee, might involve the good name and dignity of the association; and to report without delay to the board of directors the result of such investigation and inquiry."

The clearing house committee of the Chicago Board of Trade has taken action on the complaint that several scalpers have been inattentive to margin calls. The following rule has been drafted: "Any member of the clearing house whose report shows a debit balance shall accompany the report with a certified check payable to the order of the clearing house for such balance, under penalty of a fine of \$5. Should payment on a certified check be stopped, the maker must immediately, upon receiving notice, deposit with the clearing house an acceptable check. If a claim is not allowed by the debtor, the claimant must pay to the clearing house by certified check the amount claimed by 2:30 o'clock, or funds belonging to the claimant or his creditors will be held by the clearing house." The directors have also adopted the report of the committee to the effect that in case of a corporation, the names of its officers and directors and its corporate name, and, in the case of a firm, the names of its members and its firm name, must be immediately registered at the clearing house; also any change in name or membership in the firm or corporation, under penalty of a fine of \$5.

Immediately after the burning of the Stuyvesant Docks, President E. F. Kohnke and Secretary Fred Mueller, of the New Orleans Board of Trade, held a lengthy conference. At its conclusion Secretary Mueller said: "As to the consequence of the disaster which has befallen our port and which has partially crippled the facilities for the handling of grain, it is hardly possible to give any opinion at this time. There is one thing positive, and this can be stated without hesitation, that after all New Orleans will rise phoenix-like from the ashes of destruction, which for the time being interfered with its commerce. And that in place of the former facilities more elaborate ones will be constructed in the shortest time possible for human hands to do the work. In the meantime the splendid facilities along the river front and the elevators at Westwego and Chalmette are available for taking care of the business offering. There still remains, so far as the city front is concerned, some five miles of river front and even considering the fact that nearly one mile at Stuyvesant Docks was burned, the facilities are ample to take care of the business. As far as the Board of Trade is concerned, it is pledged to the development and expansion of the city's trade, and everything will be done in its power to prevent any lasting hurtful consequences of the catastrophe."

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

G. W. Strong, Waseca, Minn.
J. L. Hisey, Muskegon, Mich.
B. H. Stahr, Milwaukee, Wis.
C. H. Terry, Union Mills, Ind.
W. H. Turner, Ijamsville, Md.
Chas. E. Saunders, Ottawa, Ont.
H. O. Harkness, McCammon, Idaho.
E. C. Ordway, Kansas City, Mo., representing In-
vincible Grain Cleaner Co., Silver Creek, N. Y.

[From Engineering, London.]

PROBLEM OF GRAIN PRESSURES.

BY WILFRID AIRY, M. INST. C. E.

The practice of storing grain in bins from 10 feet to 14 feet square, and up to 80 feet in depth, has rendered it necessary to investigate the pressures on the sides and bottom of such bins. And it will be seen that the problem of determining these pressures is not only important, but very interesting, while various curious results will appear in the course of the investigation.

The matter appears to have been first investigated by the late Mr. Isaac Roberts, experimentally, in 1882 and 1884, and he states that at that time the pressure on the bottom of a bin "was generally assumed to be something less than the pressure of a similar column of water, but how much less did not appear to be known either in England or America." Mr. Roberts' first paper was read at the meeting of the British Association in 1882 and contained the results of his experiments with four model bins, three of which were hexagonal and one square, the inscribed circles varying from 7 inches to 20 3/4 inches in diameter. His experiments were made for bottom pressures only, and to obtain these pressures "the bottom consisted of a thin loose board, resting upon a weighing machine, and counterpoised so as just to touch the bottom of the bin when placed in position." His first experiments were made with the smallest bin, and he obtained at once very remarkable results. Wheat was poured into the bin, a gallon at a time. "One gallon of wheat poured into the cell measured 6 1/4 inches in height, and indicated a pressure of 5 1/2 pounds on the bottom; two gallons, 12 1/2 inches in height; pressure, 7 1/2 pounds. From two gallons up to and including nine gallons, or from 12 1/2 inches high in the cell to 56 inches in height, no increase in the pressure beyond 7 1/2 pounds was indicated, though nine gallons of wheat, weighing 70.2 pounds, were put into it. Twenty-six separate weighings were made with various quantities of wheat from two gallons up to 10 gallons, and in no instance was the minimum pressure below six pounds, nor the maximum above 7 1/2 pounds.

Similar results were obtained from experiments with the other three models, and Mr. Roberts finally concluded that "all increase of pressure upon the bottom ceases before the cells are filled two diameters in height." And he then remarks that "the highest point within the cell, when the pressure ceases, does not form the apex of a cone, having the area of the inscribed circle as its base, but the wheat must form either a parabola or hyperbola with that base, and the whole of the weight of the wheat that may be filled into the cell, excepting only the parabola or hyperbola, is supported by friction against the sides, and the friction of the individual grains against each other. They form a self-supporting parabolic dome out of a plug of wheat held in position by friction." And he then forms a simple empirical formula for the pressure on the bottom of the bin, viz.: Pressure on bottom = $A \times D \times C \times W$, where A = area of cell in square feet, D = diameter of inscribed circle in feet, C = 1.03, an empirical constant, W = weight of wheat in pounds per cubic foot.

Mr. Roberts' second paper was read before the Royal Society on January 31, 1884. Mr. Roberts had evidently been very much surprised by the results of his experiments on the model bins, and had determined to examine further into the subject, for he says, with reference to these early experiments: "The investigations could not be considered conclusive if left at this stage, since they in a remarkable manner appeared to be contradictory to all our generally received knowledge of the laws governing the flow and pressure of fluids. It was also reasonable to doubt their reliability if applied on a large scale. Besides, there was no evidence furnished by the experiments to show what pressure the sides of the cells would have to sustain. I therefore decided to try the experiments on a large scale."

For these experiments he constructed a rectangular bin, 6 feet 9 inches by 6 feet, and 52 feet 2 inches high. The pressures measured were the pressures on square orifices of three dimensions—viz., 1 foot by 1 foot, 2 feet by 2 feet, and 3 feet by 3 feet, respectively; for the bottom pressures the orifices were central, and for the side pressures the orifices were at the bottom of the sides. The pressures were measured by graduated levers arranged in the manner of a weighing machine. He then commenced his experiments, and was at once confronted by a very disconcerting and instructive phenomenon, which he describes as follows:

"I had not proceeded far with the process of weighing, when I observed a constantly recurring stiffness in the rising of the levers off their rests. They would rise, say, 1-50 inch off the rest, and there remain for an indefinite length of time without the least further movement; but as one pound weight after another was removed off the lever it gradually rose until the balance was finally over-

come, when the lever would rise and touch the check, which prevented further motion upward. The difference between the first movement and the final rise of the lever frequently equaled one-half the whole pressure. This condition invariably accompanied every weighing. The machines were carefully examined, but no fault lay there, and I infer that the difference here referred to represents the elastic force of grain when it is subject to pressure, and that this elastic force expends itself before the mass of the grain comes into the state of mobility. In the following tables, which contain the results of each reliable weighing which was made, I distinguish between the first small movement of the lever and the final movement, which represents the grain in motion, by the words 'dormant' and 'active' pressures. I call the pressures dormant when the lever has been lifted off its rest to the extent that a beam of light can be seen between the lever and its rest; and the pressure active when the lever has risen about 3/4 inch above its rest up to the check."

Experiments were then made with wheat and peas. As regards the experiments with wheat, the dormant pressures on the bottom of the bin confirmed generally the results obtained from the model bins—viz., that there is little or no increase of bottom pressure after the grain has a depth of more than twice the width of the bin; but as regards the active pressures, Mr. Roberts remarks: "In Table I the active pressure is in every case less at the height of 51 feet 9 inches (the greatest depth of grain used in the experiments) than it is at any height below that. At 6 feet it reached 1,034 pounds, but at 51 feet 9 inches it did not exceed 832 pounds. In Table II, also, the active pressure is less when the column of wheat is 51 feet 9 inches than it is at any lower level." In other words, the active pressure on the bottom must have a maximum value for some depth of the grain, and then diminish as the depth of grain is increased—a very curious phenomenon. A similar set of experiments were made with peas, but the active pressure on the bottom did not show a maximum with the greatest depth (51 feet 9 inches) used in the experiments. The explanation of the phenomena noticed by Mr. Roberts will be dealt with hereafter.

Mr. H. A. Janssen of Bremen took up the subject of the pressure in bins in 1895, and made experiments to determine the pressure on the bottom of bins, apparently in ignorance of Roberts' experiments. His experiments were made on four square model bins, having sides of 20, 30, 40 and 60 centimeters (1 centimeter = 0.3937 inch) in length, respectively, and he determined the pressures by a weighing machine, very much in the same way as Roberts did. His experiments confirmed those of Roberts, inasmuch as he showed that the bottom pressure increased very slowly after a certain depth of grain had been placed in the bin; but his experiments were apparently more continuous and delicate than those of Roberts, for he showed conclusively that the pressure went on increasing continuously with the depth of grain, although the rate of increase continually diminished. From the results of the experiments it was apparent that for all practical purposes, after a certain height of wheat in the bin is attained, the pressure per square unit on the bottom is constant, and therefore that the weight of any additional layer of wheat is entirely supported by the friction on the sides of the bin.

If, therefore, q = greatest pressure per square unit against the sides of the bin; f = the coefficient of friction between the grain and the sides; s = length of side of a square bin; d = height of a layer of corn, and γ = weight of a cubic unit of corn; then $q \cdot f \cdot 4 s \cdot d h = \gamma \cdot s^2 d h$, or, $q = \frac{\gamma \cdot s}{4 f}$.

In order to utilize this formula, it was necessary to determine the value of (f) , and this was done as follows: A loaded board, having a surface of the same nature as the bin, was dragged over the surface of wheat contained in a shallow tray placed horizontally, and the force required to overcome the friction was measured by a small dynamometer pressure gauge. In this way he determined the average coefficient of friction between wheat and a smooth board to be 0.324. Mr. Janssen also investigated mathematically an expression for the pressure on the bottom of a bin, and from his formulæ computed approximate tables of the bottom and side pressures for different heights of grain in the bin. In all the foregoing matters, but especially in the combination of mathematical investigation with the results of experiment, and in the independent determination of the coefficients of friction, Mr. Janssen made a distinct step toward the solution of the problem of grain pressure; but he only dealt with the conditions of grain filled into the bin and allowed to settle there, without any consideration of the altered conditions when grain is drawn off from the bottom of the bin, which is, at least, an equally important case.

[TO BE CONCLUDED.]

CIVIL SERVICE IN ILLINOIS.

[From a paper on "Civil Service in the State Grain Inspection Department of Illinois," read at the annual meeting of the Farmers' Grain Dealers' Association at Bloomington, Ill., by J. A. McCreery of Mason City, Ill.]

What I may have to say on civil service will have little pretense of originality, but it is my desire to emphasize what others have said of the benefits of the merit system. There are those who have made a life study of civil service, who have taken examinations for about every position under the jurisdiction of the various state and city civil service commissioners, and the reports of these well-informed men convince all who read them of the benefits which the community reaps from the change of the old system to the new.

At the present time there are two states, New York and Massachusetts, that have broken away from political power, and the corruption which is a natural consequence of this power, and instituted civil service in most of the state departments heretofore filled by appointment of the political bosses.

It is not my intention to-day to go into a lengthy discussion of the merits of civil service in the state and nation. There is probably no man at this meeting who is not in favor of the methods in the postoffice system at Washington and who is not desirous of seeing this system extended to all government and state offices. You certainly would not care to see the principal of your school appointed by your most influential democratic or republican district boss without reference to experience, character or ability; yet this vicious system, which first made its appearance in Illinois politics about ten years ago, has thrived and grown until the old system of voluntary appointment for merit has ceased to exist in the state of Illinois. At the present time, in at least nine cases out of ten, fitness and experience combined have no influence in obtaining a position, even in the insane hospitals. As no one person or set of persons is to blame for the growth of this serious condition, so no person or set of persons can remedy this evil. I believe, however, that the combined efforts of those grain companies here represented can do much toward remedying the evil. I desire to point out a few of the leading features of a proposed bill for an act to regulate the civil service of the state of Illinois.

The bill provides that the governor shall, within thirty days after this act shall take effect, appoint three persons as civil service commissioners, one for two years, one for four years, and one for six years; and until their respective successors are appointed and qualified, they shall constitute the State Civil Service Commission. Said commissioners shall hold no other lucrative office or employment under the United States, the state of Illinois, or any municipal corporation or political division thereof. Each commissioner, before entering upon the duties of his office, shall take the oath prescribed by the constitution of this state.

That portion of the bill which is most important is the examination. It provides that all applicants for offices or places in said classified service, except those mentioned, shall be subjected to examination, which shall be public, competitive and free to all citizens of the United States, with limitations specified in the rules of the Commission as to residence, age, sex, health, habits and moral character. Such examinations shall be practical in their character, and shall relate to those matters which will fairly test the relative capacity of the persons examined to discharge the duties of the position to which they seek to be appointed, and may include tests of physical qualifications and health, and when appropriate, of manual skill. No question in any examination shall relate to political or religious opinion or affiliations. The Commission shall control all examinations, and may, whenever an examination is to take place, designate a suitable number of persons, either in or not in the official service of the state, to be examiners; and it shall be a part of their official duty, without extra compensation, to conduct such examination as the Commission may direct, and to make return or report thereof of said Commission; and the said Commission may at any time substitute any other person, whether or not in such service, in the place of any one so selected; and the Commission may themselves at any time act as examiners, and without appointing examiners. The examiners at any examination shall not all be members of the same political party.

The bill further provides for the promotion in classified service on the basis of merit and time of service and that all vacancies shall be filled by promotion. All examinations for promotion shall be competitive among such members of the next lowest rank or grade as desire to submit themselves to such examination. Of all the provisions that tend to purify the present system, I consider that those which divorce state positions entirely from politics are of most value. There are various

sections, the headings of which read as follows and which explain themselves:

"No officer is to receive or solicit political contributions."

"No person is to solicit political contributions from officers or employees."

"Assessments and contributions in public offices are forbidden."

"Payments of political assessments to public officers are prohibited."

"Payment for place is prohibited."

"Recommendations in consideration of political services are prohibited."

Now, to get down to that portion of the merit law which interests us most, I desire to say that as a representative of a grain shipper in the state of Illinois, I have a right to demand a change in the present system of inspection at Chicago. The shippers of Illinois support the department, for the inspection fee of 35 cents on each and every car of corn and oats is deducted as one of the expenses for handling grain by both the commission merchant and track buyer. We have a right to demand the very best service for supporting this institution; and I believe that if our efforts were concentrated upon the governor and our various representatives at Springfield, it would do much toward bettering the present state of affairs.

The farmers of the state are sending their sons to agricultural colleges for the exact purpose of educating them to fill just such positions as the inspection department should have to order. The agricultural schools are giving a practical training to students who desire to specialize. I understand that a number of the agricultural schools have written the inspection department, requesting representative samples of grain in order that the pupils might be taught most intelligently along these lines. Is there a question in the minds of any of you here that a young man educated in this department should not be better qualified to hold the position as inspector than a ward politician in Chicago? And would you not feel better satisfied with results if a representative country dealer with three years' experience should be given the position rather than a political friend of your senator or representative? We are all complaining of methods which we might by concentrated effort exterminate; and while the present legislature may not enact a law which will help this year, yet I believe that we have a work to perform, and our demands if just will surely be granted by those who ask our support in placing them in the high offices of the state.

Minneapolis millers are not grinding Manitoba wheat in any considerable quantity, the price being unsatisfactory.

Edward Adamson, grain inspector at Toronto, has been removed from office. The position pays \$5,000 per year. They have politics in Canada, too.

Frank Evans, a brother of State Senator "Hank" Evans, of Aurora, for fifteen years past assistant grain inspector in the Chicago grain office, has been released.

A meeting of delegates from independent farmers' elevators in Kansas, held at Topeka, decided to organize a state association, and elected Frank S. Roesler of Clafin, Kan., temporary president, and James Butler of Kansas City, Kan., secretary. The secretary was instructed to correspond with the owners of independent elevators in the state with a view of holding a state meeting at Topeka early in May.



Congress: "I'd sooner say sumpin' than saw wood."—Cleveland Leader.

COMMISSION

Herman Long has entered the wheat pit of the Chicago Board of Trade as trader for Knight, Donnelly & Co.

Philip B. Norcom is now representing Knight, McDougal & Co., of Chicago in the corn pit of the Board of Trade.

H. V. Vogel, who was for many years connected with Milmine, Bodman & Co. of Chicago, has engaged in the brokerage business on his own account.

Douglas Mackay has sold his interest in the Chambers-Mackay Co. of Minneapolis, and taken the management of the Minneapolis office of Ware & Leland, Chicago.

Robert E. L. Jackson & Co. of New York City, have incorporated with a capital stock of \$10,000 to deal in stocks and grain. The directors are I. T. Cumings, J. E. Morgan and Geo. Kearney.

It is understood that efforts have been made to adjust the affairs of H. Holbert & Sons, stock and grain brokers of St. Paul, whose suspension was reported last month, so that they can continue in business.

J. S. Wiley and B. M. Dennis of Decatur, Ill., have formed a partnership and opened a grain brokerage office. The firm will represent a number of large outside companies. Mr. Wiley is well known in the Decatur grain trade.

Articles of incorporation have been filed by the F. Cranston-Thomas Co. of New York City, to deal in grain. The capital stock is \$50,000 and F. Cranston-Thomas of Stamford, Conn., and M. Donahoe and C. F. King of New York are incorporators.

The Iowa branch office of the Northern Grain Co. of Chicago, which has been located at Des Moines, was removed on February 21 to Cedar Rapids, Iowa, and all the company's Iowa business is now handled at that point. Mr. L. W. Gifford is manager of this branch.

The New England Stock and Grain Co. of New Haven, Conn., has filed articles of incorporation with a capital stock of \$24,000. The company will do a general brokerage business and commences with a capital of \$2,000. Percy T. Wimsatt, Max Strauss and G. M. Cahn are incorporators.

Leigh, Chrisler & Co., grain commission merchants of Omaha, Neb., on February 23 announced that their business there would be closed up. The firm opened offices in Omaha about three months ago, having, it is said, private wires to Chicago and Kansas City. The Omaha office has not been profitable.

E. A. Rang, a member of the Chicago Board of Trade, failed to pay his debit balance in the clearing house on February 16. He is said to have been short a small line of May wheat and to have stood out against losses too long. Rang was formerly with Henry Rang & Co., but severed his connection with that firm a few months ago to trade for himself.

The old and well known commission firm of E. L. Rogers & Co., Philadelphia, will be incorporated on April 1, with a capital of \$100,000. E. L. Rogers will remain at the head of the new company with his son, Chas. M. Rogers, and the old employees, Harry C. McIntyre and N. P. Holland, as members of the company. The firm name will remain unchanged.

Wm. F. Zeller has been admitted to partnership in the firm of Bartlett, Frazier & Carrington, Chicago. Mr. Zeller was formerly of Allen, Grier & Zeller, Leiter's chief brokers. For more than a year he has been representing S. C. Love & Co. of New York. John P. Grier, of the old firm, has been a partner in the firm of Bartlett, Frazier & Carrington for two years.

L. H. Manson and W. B. Forsyth, members of the Chicago Board of Trade, returned the middle of March from a six weeks' southern trip in which the itinerary included New Orleans, thence by boat to British Honduras, after which Puerto Barrios in Guatemala was visited, then San Pedro in Spanish Honduras and other interior points. They reported that during the zero weather in Chicago they were experiencing a temperature of 100 degrees in the shade.

Geo. W. Walker, formerly with H. I. Baldwin of Decatur, Ill., has opened a grain brokerage office at 114 East William Street, that city. He will represent a number of leading firms. Mr. Walker has been connected with the grain business for the past eight years, and his experience covers work at the country stations as well as in the city. For three years he operated the elevator at Walker Station, and for a year and a half operated the elevator of Ullrich & Son at Cerro Gordo, leaving there to ac-

cept a position with H. I. Baldwin in Decatur. His experience has gained him a wide acquaintance among the grain trade of Illinois.

A. F. Brenner, of the Anchor Grain Co., Minneapolis, Minn., is taking a rest, and enjoying the mild climate of Florida. He will be back at his home in Minneapolis the first part of April.

E. H. Prince, who operated an extensive private wire business, with headquarters in Chicago, on February 15 transferred his trades on the Chicago Board of Trade to W. P. Anderson. On February 16 a number of creditors filed a petition in bankruptcy against Prince, and it is reported that on February 17 he was arrested and taken to Elgin, Ill., to answer to the charge of grand larceny. The warrant was sworn out by F. E. McGill, who alleges that he gave Prince's agents \$552 to invest for him.

It is announced that the C. C. Rogers Co. of Milwaukee, grain, stocks and bonds, will be reorganized. State Senator C. C. Rogers, president of the company, when asked about the proposed changes, said: "We contemplate making a change, but it is impossible for me at this time to give out any of the details. Further than to say that we expect to continue handling stocks and investment securities I cannot state our future plans." One report states that it is probable the business will be taken over by another concern now doing a similar business in Chicago and Milwaukee.

CROP REPORTS

Wheat in Tennessee has apparently escaped serious damage during the winter.

The Indiana wheat crop appears to be doing well, although there is still too much snow on the ground to permit of an accurate estimate.

Ohio's March report makes the wheat condition 71, about the same as on January 1. The crop has been well protected during the winter.

In Manitoba and the Northwest Territories wheat seeding was started as early as February 25. The weather has been mild and the snow is all gone.

The freeze of the latter part of February seriously damaged the oats crop in Texas and considerable replanting is now going on. Corn planting is under way.

Seeding is general in Minnesota and the Dakotas. The ground is said to be in fine condition. The area planted will probably be larger than if a later start had been made.

O. B. Stevens, commissioner of agriculture for Georgia, believes that the oat crop in the northern and middle section of the state has been seriously damaged by the recent freeze.

Kentucky wheat needs rain. The March report makes the condition 91, as against 54 a year ago. The area sown is 90 per cent of a full acreage. Rye condition is 86; acreage, 92.

John Inglis, who has returned from Argentina, says that the flax area in that country promises to decrease. The real black belt which has been so favorable for flax has been overdone and is likely to go to corn.

Reports to the San Francisco Chronicle indicate that the outlook for big crops of wheat and barley in California is most promising. There has been plenty of rain and other conditions are all that could be desired.

J. R. Sage, of the Iowa crop bureau, said on March 6: "Iowa's crop of winter wheat is in first-class condition, and unless we are treated to repeated freezing and thawing from this time on, there is no question as to the most profitable output this year."

Secretary Topping of the Oklahoma Millers' Association has been receiving favorable reports as to the condition of wheat in the territory. Farmers are seeding oats. Grain dealers at Frederick have sold 11,000 bushels of seed oats and it is estimated 8,000 acres of oats will be sown in that vicinity.

C. A. King & Co. of Toledo summarize the Michigan report for March as follows: "Six hundred and forty-three correspondents say there was no material injury to the growing wheat crop there during February. Fifty-seven report some damage. Present condition shows wheat in fairly good condition to withstand freezing and thawing if necessary. Ground is nearly bare at present. March and early April is the critical time there, where their harvest is later than most winter wheat states. Year ago half of the reports from the southern counties, where nearly all of the wheat crop is raised, reported some damage in February. Condition last December was 93. Last June it was only 47 for the 1904 crop, which turned out only 6,800,000 bushels, their smallest in years. Their

largest crop was 34,000,000 in 1898. Two years ago they had 15,000,000 and have averaged about that past five years. Area sown there this year is 86 per cent of average."

Where wheat is uncovered in Illinois it appears well, but there is some uncertainty as to the greater portion of the crop, which is still covered with snow, ice or water. Corn is keeping well.

Secretary Smiley, of the Kansas Grain Dealers' Association, says that the prospect for wheat in Kansas is surprising. In many sections, where in the early part of the winter the wheat was believed to have died, it has now come up in good shape. The acreage, according to Mr. Smiley, is 5 per cent below that of last year.

B. W. Snow, in Pit and Post, estimates farm reserves as follows, on March 1:

	Per cent of crop.	Bushels.
Corn	37.8	972,000,000
Wheat	23.0	128,000,000
Oats	36.3	353,000,000

S. S. King, chief deputy grain inspector at Tacoma, Wash., has recently made a trip through some of the grain sections of the state. He reports grain conditions as promising, with a small percentage of loss as the result of the late cold snap. The indications, he says, now point to an increased acreage of spring wheat, which is now being planted.

From private reports received by the Daily Market Record from correspondents throughout the Northwest, whose estimates during the past two years have proven very close, it would appear that some 23.2 per cent of last year's wheat crop of Minnesota, 13.8 per cent of the crop of North Dakota, and 16.5 per cent of that of South Dakota was in farmers' hands on February 1, last.

The Northwest Grain Dealers' Association has issued a circular giving its estimate of the disposition of last year's crop. According to it there are still 8,907,190 bushels to market. The figures of the whole are as follows:

	Bushels.
Estimated yield	59,857,190
Inspected to date.....	28,750,000
In store at country points.....	6,750,000
Marketed at Winnipeg.....	200,000
In transit not inspected.....	250,000
Total marketed	35,950,000
Allow for seed.....	8,000,000
Allow for country mills.....	7,000,000

	50,950,000
Balance to market.....	8,907,190

Reports by Snow to Knight, Donnelley & Co. of Chicago, on the winter wheat conditions in seven states, by counties, suggest a poor to average condition in all states but Kansas, where the outlook is fine. Following are the reports: Tennessee—Carroll, plant small and badly frozen; Franklin, wheat in bad shape; Henderson, good snow covering and prospect fair; Madison, prospect discouraging; Obion, stand is poor and shows no life. Kentucky—Ballard, prospect for two-thirds crop; Breckinridge, plant small, outlook poor; Butler, unfavorable; Hardin, stand thin, prospect fair only; Jessamine, late fields look bare. Ohio—Allen, winter favorable; Guernsey, looks all right; Scioto, looks bad; Clark, small, but looks all right. Indiana—Fountain, small, but promising; Ohio, discouraging, too much sleet and ice; Wabash, not over 80 per cent crop promise. Illinois—Adams, good prospect; Greene, poor growth; Johnson, prospects fair; Menard, looks all right; St. Clair, covered with ice, prospect bad. Missouri—Bates, poor; Cooper, under covering of ice; Johnson, condition favorable; Lafayette, poor indeed; Scott, looking good. Kansas—Anderson, in good shape; Chase, good; Decatur, best in years; Lincoln, full average; Marshall, some fly damaged; Osage, good prospect.

The government report on the amount of grain in farmers' hands on March 1, compared with last year, is as follows:

	March 1, 1903, bu.	March 1, 1904, bu.
Wheat	111,000,000	132,600,000
Corn	954,000,000	839,052,000
Oats	347,000,000	273,700,000

The report makes the percentage of wheat in farmers' hands March 1 to have been 20.1 per cent of last year's crop, compared with 20.8 per cent of the crop of 1903 on hand March 1, 1904, and 24.5 per cent of the crop of 1902 on hand the corresponding date in 1903. Corn in farmers' hands is estimated at 38.7 per cent of last year's crop, against 37.4 per cent of the crop of 1903 on hand March 1, 1904, and 41.6 per cent of the crop of 1902 on hand the corresponding date in 1903. Of oats there are reported to be farm reserves of 38.8 per cent of last year's crop, compared with 34.9 per cent of the crop of 1903 on hand March 1, 1904, and 36.9 per cent of the crop of 1902 on hand the corresponding date in 1903.

OBITUARY

F. J. Donley, of Donley & Farley, wholesale grain and feed dealers, Bellingham, Wash., is dead.

John V. Harrison, mayor of Caledonia, N. Y., and formerly in the grain business at Buffalo, died suddenly February 4 of neuralgia of the heart.

John Henry Horstmann, a wholesale flour and feed merchant of New York City, died at his home in Brooklyn on March 3, aged 53 years. He was a member of the New York Produce Exchange.

George Edwin Wheeler, who had been in the hay and feed business in Brooklyn, N. Y., for over half a century, passed away at his home in that city on February 23. He was in his seventy-fifth year.

Peter C. Butt, for many years in the hay and grain business at Oakland, Cal., and for the past two years in business at San Francisco, died February 28. A widow and five children survive him.

Columbus Watkins, a grain dealer and vessel owner, died recently at Odessa, Del., aged 76 years. Mr. Watkins was a director of the Odessa-Philadelphia Steamboat Line and also a director of the Odessa National Bank.

W. A. Stowell died at the home of W. W. Cargill in La Crosse, Wis., on February 12, after a long illness. Mr. Stowell was well known in grain circles of Minneapolis and the Northwest. He was born at Utica, N. Y., September 10, 1823.

Emerson D. Dyar, secretary of the Western Elevator Co., Winona, Minn., died on the evening of February 21. Mr. Dyar left the office in apparent good health, and about an hour after arriving home, suddenly expired, without warning, of heart failure.

S. G. Thrift, grain buyer at Monarch, Ill., for Bartlett, Frazier & Carrington, died at that place on February 9, of diabetes. Mr. Thrift was 30 years of age and had been at Monarch for about six months. His home was at Emery, Ill., where his parents resided.

Sol. J. Quinlavin, a pioneer grain merchant of St. Louis, Mo., and one of the oldest members of the Merchants' Exchange, died March 3, after a lingering illness. A large delegation from the Merchants' Exchange attended the funeral, which occurred March 5.

Richard W. Rathbone, for 35 years flour inspector at Chicago, died at his home in this city on February 28. The deceased was 80 years old and came to Chicago from the East about 53 years ago. A few months ago he was compelled to resign as flour inspector, owing to ill health.

Nathan Adams of Lafayette, Ind., died at the St. Elizabeth Hospital, that city, on February 25. He was taken there on February 13 and death was caused by a complication of diseases. He was sixty-seven years old and leaves a widow and two sons. He was engaged in the grain business for a number of years and was well known.

Amos H. Cropsey, for years the manager of the Brooklyn Elevator and Milling Co., and a member of the New York Produce Exchange, died at his home in Flatbush, N. Y., on February 28, in his fiftieth year. He was a member of the Sons of the Revolution and a veteran of the Seventh Regiment. His wife and a stepdaughter survive him.

Jedediah E. Adams Jr., hay and grain merchant at 625 Hudson Street, New York, N. Y., passed away February 23 at Redlands, Cal., where he had been living with his family for the last three years. Mr. Adams was about 50 years old. He formerly lived in New York, but removed to California, on account of ill health. He was a member of the Seventh Regiment and of several other New York organizations. A wife and five sons survive him.

Charles W. Klauder, a grain, feed and coal merchant of Manayunk (Philadelphia), Pa., died suddenly, of heart failure, at his home in Bala, Pa., on March 7. Mr. Klauder was born in Roxborough in 1850, and all his life was engaged in various business enterprises in Manayunk, where he made his home until a few years ago. He was for some years a woolen manufacturer. He was a former director of the Manayunk Bank and at the time of his death was president of the Manayunk Trust Co.

Edwin F. Knight, for nearly 30 years a grain and flour merchant of Nashua, N. H., died suddenly of heart disease on February 19. He was 50 years old. Mr. Knight was a native of Norway, Me., where he was born on December 19, 1848. He located in Nashua as a young man and lived there continuously until his death. After a short time spent in another line he entered the employ of Geo. H. Knowles, grain and flour. Subsequently he went with John N. Barr, in the same business. In November, 1879, he married Miss M. Etta Barr, daughter of his employer, and upon the death of

the latter succeeded to the business. Mr. Knight was prominent socially, as well as in business. His widow survives.

Jacob Trowbridge died at his home in Plymouth, Ind., on February 7, aged 72 years. For the past 20 years he had been grain buyer for H. G. Thayer & Co. of Plymouth. Mr. Trowbridge was born in Ohio and removed to Indiana when a boy. During the Civil War he was deputy postmaster at Plymouth. He leaves a widow and three married daughters.

Colin F. Bell, a member of the grain firm of Gilchrist & Co., McGregor, Iowa, died February 1, at the age of 82 years. He passed away quietly after a period of feebleness extending over six and one-half years. Mr. Bell was a native of New York, having been born at West Charlton on January 10, 1823. Left fatherless at an early age, he took up the management of the farm in company with a brother but a few years his senior. In 1854 he removed to McGregor, where he engaged in the grain business as a member of Gilchrist & Co., in which he continued until his death. He was twice married and is survived by a widow and three children.

Arthur K. Wick, for many years prominently identified with the grain trade of Illinois, died at his home in Lebanon, Mo., on February 13. Mr. Wick conducted an elevator at Round Grove, Ill., for eight years, selling out there about five years ago and removing to Sterling, Ill. He remained there but a short time, going to Missouri. His wife became ill in the latter part of August and died on September 1 last, leaving him with four small children, the oldest being eight years of age. About two months ago he contracted malarial fever, from which he never recovered. Mr. Wick was an enterprising business man, and was generally respected by all who knew him.

Joseph S. Poland, of the hay and grain firm of P. & J. Poland, Fitchburg, Mass., died at his home there shortly after midnight of February 15, from blood poisoning. For a week he had been in a very critical condition from the effects of fistula, and underwent an operation on February 8. This failed to bring the desired relief, and all hope for recovery was abandoned. Mr. Poland was born October 13, 1859, at Champlain, N. Y. When about 20 years old he removed to Fitchburg, Mass., where two of his brothers had preceded him. In 1887 he joined one of the latter, forming the firm of P. & J. Poland, dealers in hay and grain. He leaves a wife and two daughters. Mr. Poland was a man of sterling character and carried the love of his family and the warmest respect of his friends and acquaintances. He always led a quiet life, but in the last city election consented to be a candidate for the common council and was elected by a good vote.

David Wilson Danley, who died recently at the home of his daughter near Hennepin, Ill., was one of the oldest grain dealers in that section of the state. Mr. Danley was born in Washington County, Pa., in 1820 and in 1850 came to Illinois. He engaged in the grain trade at Henry in 1857, building up an extensive business. In 1865 he built a 130,000-bushel warehouse on the river at that point, selling it in 1869. He built warehouses in Ohio, Bureau County, and at Bradford, Stark County, and ran both houses in connection with C. L. Loomis for two years. In 1873 he returned to Henry and for a series of years was grain buyer for George Nicholson & Co., in 1878 moving to Hennepin, where he bought grain for the same firm at that place until they sold to other parties, and made that place his permanent home, conducting the business for others until he gave up business on account of age. He also conducted a flour and feed store at Hennepin for some years. He was married in 1847 and was the father of two children. His wife died six years ago and since that time Mr. Danley had made his home with relatives in Chicago, California and Kansas. For more than three years he had been an invalid and death was due for the most part to old age.

Henry Heile Sr., head of the firm of Henry Heile & Sons, Cincinnati, Ohio, and a member of the Cincinnati Chamber of Commerce for 45 years, passed away at his home in Covington, Ky., on February 25. Deceased was born in Hanover, Germany, in 1834, and came to America in 1852. Six years later, with his brothers, Bernard and Frank Heile, he entered into the grain business on Water Street in Cincinnati. They dissolved partnership in 1887, Mr. Heile taking his three sons, F. J., A. L. and Henry Heile Jr., as his business partners. They conducted the business until about three weeks ago, when he called his sons to his bedside and transferred his business interests to them as a reward for their diligent and faithful efforts in making the business successful and prosperous. Mr. Heile was one of the founders of St. Aloysius' Church of Covington, of which he was a director for many years; member of the German Pioneer Society and honorary member of St. John's Orphan Asylum Board. He had a wide acquaintance among the rivermen from Pittsburg to New Orleans. He

had been a resident of Covington since 1872, was of a kind disposition and charitable. He leaves three sons and two daughters, Frank J., Anthony L. and Henry Heile Jr., Mrs. Fred Pieper Jr., and Mrs. Benjamin Bramlage.

George Tyson Kenly, for many years actively engaged in the grain trade at Baltimore, died at the home of his son, Edward G. Kenly, near Berlin, Md., on February 23. Mr. Kenly was 91 years old, having been born in Baltimore in 1814. He was educated at Linden Hall, a Moravian seminary in Pennsylvania, and for more than thirty years was in the grain commission business in Baltimore. He was one of the charter members of the Baltimore Corn and Flour Exchange, now the Chamber of Commerce, and was treasurer of the latter for seventeen years. Mr. Kenly was married in 1844 to Miss Priscilla Agnes Watkins. Mr. Kenly is survived by five sons—Edward G. Kenly, of Worcester County, Md.; John R. Kenly, of Wilmington, N. C., vice-president and general manager of the Atlantic Coast Line Railroad; Davies L. Kenly, of Hagerstown, Md.; William W. Kenly, of New York, and Albert C. Kenly, of Wilmington, N. C., general freight claim agent of the Atlantic Coast Line. His five sons and one nephew were Mr. Kenly's pallbearers.

HAY AND STRAW

It is predicted that the South will have an abundant alfalfa crop this season.

Alfalfa hay is now quoted at \$13 and \$15 per ton in certain California markets.

Henry R. Whiteside has been appointed hay inspector for the Chicago Board of Trade for the ensuing fiscal year.

The hay press and a portion of the feed store of F. H. Souder & Son at Landsdale, Pa., were burned March 4. The loss will amount to several thousand dollars.

Dealers at Montreal allege that the repeated shortages in the weights of carload hay invoiced by country shippers absorb a large proportion of the profits. The shortages amount to as much as 1,000 to 1,200 pounds a car in some instances.

The British steamer "Glen Turret" has been loading 3,500 tons of hay at San Francisco. It is presumed that this freight is intended for Vladivostok, but little information can be obtained from the parties directly interested in the steamer or cargo. The "Glen Turret" lately arrived in ballast from Singapore, and the officers of the vessel at that time disclaimed any idea of having come here to load a cargo for Russia. In addition to the hay, the steamer will leave port with 1,000 tons of oats and 500 tons of barley.

The Alfalfa Meal Co., whose plant at Omaha, Neb., was burned recently, has leased an old canning factory at Council Bluffs, Iowa, and will occupy it with a plant of increased capacity. G. H. Payne, principal owner of the company, says that this action was taken as an emergency measure that the business of the firm might go ahead without serious interruption, as would follow if time were taken to build a new factory at Omaha. The company expects to increase its force from 10 to 15 men and hopes to be in operation within two months.

The New York Hay Exchange is in a most prosperous condition and it is freely predicted that 90 per cent of the trade will have joined it in a short time. The following firms are now members: Dillenbeck & Miner, Brooklyn Hay & Grain Co., The American Hay Co., A. L. Clum, L. S. Dillenbeck & Co., F. W. Lipe, O. K. Linabury, La Due & Carmer, W. J. Overocker, W. D. Power & Co., Slingerland & Co., Geo. E. Van Vorst, Frank Williams, Perry Hatch, P. C. Lynch & Co., Jas. M. Hait, Geo. N. Reinhardt & Co., W. E. Peters Jr., C. B. Morris & Co., H. S. Hotelling, A. F. Fisher, Hanks & Co., Dusenbery & Co., Theo. P. Huffman, The Horace Ingersoll Co., Geo. Dickerson.

Representative Carl Wallace of Minneapolis has introduced a bill in the Minnesota legislature providing for state inspection of hay and straw, under the supervision of the Railroad and Warehouse Commission. The inspection is to be conducted under the supervision of the Commission, which is to fix regulations governing the inspection, and on September 1 each year is to fix what are to be known as the "Minnesota grades" of hay and straw. The Commission is directed to establish public hay yards at St. Paul, Minneapolis and Duluth, where common carriers are to be required to install track scales, and to deliver all hay and straw. A chief inspector and deputies are provided for who are to inspect and grade the hay.

If the owner of any hay is dissatisfied he may appeal to the chief inspector and secure a reinspection by a board of review. Certificates are to be given by the state inspectors and weighers showing the weight and grade of hay inspected. Inspectors and weighers are to be bonded for \$5,000 each. The bill imposes a fine of \$100 for interfering with state inspectors or weighers of hay or straw, and of \$50 to \$100 for impersonating a state inspector.

Market letter of T. D. Randall & Co., Chicago, March 12, says: Arrivals of hay and straw continue light, and demand for all grades very active. This is especially true of the better grades of timothy, rye and oat straw. Prairie hay in fairly liberal supply, but demand for same rather slow, only the better grades of Kansas and Indian Territory prairie hay meeting with a ready demand—Iowa, Minnesota and Nebraska being very hard to dispose of at quotations. From advices we receive from all parts of the hay belt, relative to bad condition of roads, we anticipate light arrivals for some time to come and believe shippers would be acting wisely to make a special effort to get their hay on our present market.

New members of the National Hay Association include the following: Ohio—J. S. McConnell & Co., Mt. Vernon; H. P. Sigler, Pittman; W. D. Rapp, Sabina; E. & J. N. Bowman, Polk; Goeman Grain Co., Toledo. Tennessee—Capital Grain Co., Nashville. New York—H. L. Preston, New York City; C. A. Coleman, Savannah; John Grisho, Silver Creek. Iowa—H. G. Weinberg, Lamont. Illinois—E. C. Smith, Mt. Vernon; Wm. McGuire, West Liberty; S. S. Tanner, Minier. Washington, D. C.—Frank B. Swart, Washington. Kentucky—Harth Bros. Grain Co., Caseyville. Michigan—Kutt & Cheney, Murrith. Florida—Snow & Bryan, Tampa; Banacker Bros., Tampa. Nebraska—R. B. Schneider, Fremont.

The Montreal Trade Bulletin states that the shipments of hay from Montreal to the United Kingdom during the past season of navigation, from May 1 to November 27, 1904, were 505,779 bales, showing an increase of 70,698 bales over the shipments of the year previous, as follows:

	1904.	1903.
Bales	505,779	435,081
Increase		70,698

The exports from the close of navigation from Portland and St. John, N. B., to February 15, were as follows:

	1904.	1903.
Bales	92,558	94,279
Decrease	1,721	

The total shipments of Canadian hay from Montreal, Portland and St. John for the past season to date were 598,337 bales, as compared with 529,360 bales for the previous season, being an increase of 68,977 bales.

H. H. Freeman & Co., Chicago, report in letter of March 12.—Timothy—The market has held firm and strong all week and closes in good position, with tracks well cleared up and all good hay arriving selling to advantage. The offerings have been moderate and we look for them to run, if anything, lighter, for bad roads will check shipping, and the scarcity of cars also holds much hay back. We hope you are able, however, to get your hay loaded now, for you have an excellent market to ship to. Prices are \$1 a ton higher than ruled a year ago at this time and are higher than April markets will afford. The crop of hay harvested was large and the surplus at country points is greater than a year ago. The severe winter has caused considerable to be fed, yet as the movement has been light so far on the crop, there is yet a greater per cent unmarketed than is usual at this season of the year. There has been especially a light movement from the Southwest. Our market has received less Kansas prairie this crop year than for many seasons past. The Southwest yet holds much of this hay and it will have to be moved within the next few months. Nebraska, Iowa and Minnesota have been sending more midland hay this way this year than they did last. There has been fair receipts of state hay at all times and market for it has been very favorable. The crop of straw, which was moderate, has permitted of firm, good prices all season. Good rye, especially, has sold at high figures and we look for it to hold at good values for the remainder of the year. Shavings are used here in place of wheat and oat straw, to some extent, and this prevents this class of straw from advancing materially.

REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending February 18, quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.50@10.00; No. 3 Timothy, \$8.50@9.00; Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$8.00@

9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside price on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$8.00@13.00 for fair to choice Timothy, \$6.25@7.00 for State, and \$6.50@10.00 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50 and Oat Straw at \$7.00. The receipts for the week were 4,177 tons, against 5,827 tons for the previous week. Shipments for the week were 255 tons, against 324 tons for the previous week. The arrivals of Timothy Hay were fair and the demand was good, Prairie Hay was dull throughout the week.

During the week ending February 25, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.50@10.50; No. 3 Timothy, \$8.50@9.00; Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside price on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$8.00@14.00 for fair to fancy Timothy, \$6.25 for State, and \$6.50@10.50 for Dakota, Wisconsin, Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50 and Oat Straw at \$7.00. The receipts for the week were 3,669 tons, against 4,177 tons for the previous week. Shipments for the week were 138 tons, against 255 tons for the previous week. The offerings of Timothy Hay were small and all consignments sold readily. Prairie Hay ruled quiet and rather dull.

During the week ending March 4, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.50@10.50; No. 3 Timothy, \$8.50@9.00; Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside price on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$8.50@14.00 for fair to fancy Timothy, \$6.50@7.00 for State, and \$7.50@10.00 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50, Wheat Straw at \$7.00@7.50, and Oat Straw at \$7.00@7.25. The receipts for the week were 5,529 tons, against 3,669 tons for the previous week. Shipments for the week were 222 tons, against 138 tons for the previous week. A good local demand existed for Timothy Hay and the market ruled firm. The receipts of Prairie Hay were large and the demand was light from all sources.

During the week ending March 11, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.50@10.50; No. 3 Timothy, \$8.50@9.00; Choice Prairie, \$9.50@10.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside price on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$9.00@13.50 for fair to fancy Timothy, \$8.00@9.75 for Mixed Hay, \$5.75@7.50 for State, and \$7.50@10.50 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50, and Oat Straw at \$7.00@7.50. The receipts for the week were 6,175 tons, against 5,529 tons for the previous week. Shipments for the week were 263 tons, against 222 tons for the previous week. The demand for the best grades of Timothy was good throughout the week. The arrivals were only moderate and consignments sold readily. The market for Prairie Hay was quiet and rather dull during the week, with offerings large and demand light. Prices ruled weak.

EXPLAINING CORN POINTS.

In revising the corn score card, the Illinois Corn Growers' Association outline the following explanations of the respective points:

1. Trueness to type—Conforming to variety characteristics in variety classes and to the prevailing type in general classes—10 points.
2. Uniformity of exhibit—Uniform in shape, length and circumference—5.
3. Shape—Ear cylindrical, rows straight and with proper proportion of length and circumference—10.
4. Color—Free from mixture and true to variety color—10.
5. Seed condition—Ripe, sound, dry and of strong vitality—10.
6. Tips—Oval shape and regularly filled out with large dented kernels—5.
7. Butts—Kernels rounded over the end of cob in regular manner, having a deep depression when shank is removed—5.
8. Kernel uniformity—Kernels from the same ear and from the several ears uniform in size and shape—5.
9. Kernel shape—Kernels deep wedge shape, full at germ end—5.
10. Length of ear—Varies with the variety measure—10.
11. Circumference—Varies with the variety measure—5.

12. Space between rows—Furrow between rows and space caused by round corners of kernels—5.
13. Space at cob—Space in row between kernels at cob—5.
14. Proportion of grain—10.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Passing of Title to Hay.

Where a written contract of sale is made of an entire crop of standing hay, at an agreed price per ton, part payment is made and the purchaser takes possession of the crop, cuts and stacks it and bales and carries away part of it, the Supreme Court of Nebraska holds (*Allen vs. Rushfort*, 101 Northwestern Reporter, 1028) that the title to the crop passes to him. The fact that the contract provides that the hay is to be paid for before taken from the farm merely gives a lien on the hay for the unpaid purchase money, which may be waived by the seller.

Right of Recovery for Partial Performance of Contract.

There is, perhaps, the Supreme Court of South Dakota says (*Woodford vs. Kelley*, 101 Northwestern Reporter, 1069), no more vexatious question in the adjustment of the rights of parties to contracts than the determining what, if any, compensation may be recovered by a party to a special contract who has performed services or furnished materials not in strict compliance with the terms of the contract, but which have been accepted and utilized by the other party.

By the strict rules of the common law, full performance was required as a condition precedent to the right of recovery, but the rigor of this rule has been relaxed in many jurisdictions, and the tendency is to administer equitable relief, rather than to hold the parties to the very letter of their agreement. Accordingly, when, under a special contract, the plaintiff has proceeded not in strict accordance with the stipulations of the agreement, yet if what he has done has been accepted and used by the defendant, it is held that the defendant is answerable for the benefit he has received on an implied promise to pay for the same, although no action can be maintained against him on the special contract.

In this case the decision of the Circuit Court disclosed that certain hay belonged to the defendant; that the plaintiffs contracted to cut, bail and deliver it at certain specified stations for an agreed price per ton. It did not disclose the cause of their failure to complete the contract, but precluded the Supreme Court from ascribing such failure to the fault of the defendant; and in the absence of evidence or findings to the contrary, it thinks it should be presumed that the plaintiffs were also without fault.

So the case, as established by the proofs, stood thus: The plaintiffs contracted to cut, bale and deliver certain hay owned by the defendant. They partially performed their contract, but, through no fault of either party, failed to deliver all of the hay. The cutting and baling of the hay was presumptively beneficial to the defendant. Under these circumstances, the Supreme Court thinks the plaintiffs were entitled to credit for the reasonable value of the benefits resulting to the defendant, less any payments for their labor and any damages resulting from their failure to fully perform according to the terms of the contract.

Liability of Carrier for Loss of Grain by Flood.

In an action brought to recover for a carload of oats lost in a flood, the St. Louis Court of Appeals says that the proposition was elaborately argued and briefed by counsel (*Grier vs. St. Louis Merchants' Bridge Terminal Railway Co.*, 84 Southwestern Reporter, 158) that the carrier was not liable, even if it negligently permitted the oats to remain exposed to destruction by the flood after it knew there was danger of such a disaster. But the court does not take that view of the law; and neither, it says, do the cases to which it was referred. If negligence on the part of the carrier co-operated with the violence of nature in bringing about the loss of the property, the carrier must answer in damages. It is only when an action of God, unmixed with proximate negligence on the part of the carrier, injures and destroys property in the latter's custody as carrier, that it is excused from answering to the owner.

The cases cited and relied on by the Railway Company dealt with a state of facts in which,

though the carrier was negligent in handling the property consigned to it, its negligence, which consisted in unreasonable delay in transporting the property to its destination, did not enter as a proximate cause into the loss of the property, which loss was due, legally speaking, solely to the act of God. In all those decisions it appeared that the carrier had been guilty of some delay in moving the property, but for which it would not have been where the catastrophe occurred, and, therefore, would have escaped injury. But as the catastrophe happened unexpectedly, and was not within the range of reasonable foresight, the negligent delay was not indulged while the carrier realized there was peril to the property, and, therefore, did not participate, as a concurrent cause, in bringing about the loss.

The doctrine of the cases cited on this point by the Railway Company was one that pervades the law of negligence, and by virtue of it a common carrier's neglect, like any other party's, must enter as a proximate cause into the happening of an injurious accident, to entail liability. But it need not be the sole cause. If it is a contributive one, liability attaches to the carrier. The case here, the court thinks, was weak not so much on the ground that the carrier was guilty of negligence in delaying the removal of the car of oats, and the inundation supervened subsequently as the separate and sole cause of the loss of the oats, as on the ground that the Company raised a good defense against the owners' prima facie case by proving the loss was due entirely to the flood, which defense the owners failed to overcome by substantial evidence to prove that the Company was negligent in a way that contributed to the loss, if negligent at all.

FIRES--CASUALTIES

A fire in the cupola of the Atlas Elevator at Tyler, Minn., recently, caused a loss of \$50.

M. D. Winter, engineer at the Garfield Elevator in Streator, Ill., was painfully burned by the explosion of gasoline on February 27.

On February 25, F. D. Wood, agent at Nickerson, Neb., for the Nye-Schneider Grain Co., fell from the hay loft of his barn and dislocated three ribs.

Fire which destroyed Piers 3, 4 and 5 of the Hoosac Tunnel Docks at Boston, on February 71, threatened the elevator adjoining, which, however, was saved.

A broken water pipe in the office of the Hasenwinkle Grain Co. at Bloomington, Ill., recently caused considerable damage to hay, straw, etc., stored in the rear of the building.

The 80,000-bushel house of the Minneapolis & Northern Elevator Co. at Milton, N. D., burned February 28. It contained 18,000 bushels of grain. The origin of the fire is unknown. The feed store of O. E. Menness was also burned.

The grain warehouse at Greenleaf, Cal., owned by A. B. Boiling, was destroyed by fire on February 7. The house cost \$3,180 and was insured for \$2,500. Dr. W. C. Reid lost \$500 worth of grain, on which there was no insurance.

R. W. Ranney, an elevator agent at Foxhome, Minn., committed suicide in the elevator office by shooting, on February 23. He was 50 years old, and was formerly a resident of Duluth. Domestic trouble is supposed to have been the cause.

A car of feed consigned to Walter Judd of St. Charles, Ill., was burned on the Great Western tracks at that place on February 19. Tramps are supposed to have been responsible for the fire. The loss on the car and contents was total.

The Northern Elevator Co.'s house at Rolla, N. D., managed by A. E. Cowie, burned to the ground at 2 a. m., February 24. The fire started in the driveway, from an unknown cause, and was not discovered until too late to save the building.

The grain elevator at Union Center, Ind., was burned on February 14. The house contained 500 bushels of oats and a carload of corn. The loss is placed at \$5,000, with insurance of \$1,500. John Moyer, Samuel Lambert and Joseph Johnanni were owners of the property.

Chas. H. Rippe's grain warehouse at Windom, Minn., was damaged by fire recently. The blaze started on the roof, supposedly from a defective chimney. About 1,000 bushels of grain was in the building and this was badly damaged. The plant was well insured.

Blythe & Patton's elevator on the Burlington at Blue Springs, Neb., burned on the evening of February 27, together with 1,000 bushels of corn and 100 bushels of oats. The fire is believed to have resulted from sparks from a railroad engine. The driveway doors were open, allowing a strong draft, and the building was doomed before the ele-

vator men, who were in the office, knew there was a fire. The loss was between \$4,000 and \$5,000, partially covered by insurance.

Fred Crawford, who was employed in the Maus Elevator at Henkel, Ill., was killed on February 17. While making repairs he was caught on the shafting and so terribly mangled that he lived but a few minutes. His home was at Sublette, Ill., where interment took place. He was 20 years old.

While Mr. Edmunds, local manager of the Peavey Elevator at Stephen, Minn., was filling a gasoline tank on February 11 he stepped on a parlor match. The match ignited and almost at once the whole interior of the room was in flames. The blaze was, however, extinguished before serious damage was done.

The grain warehouse and store of J. J. Cummings & Co. at Higgston, Ga., burned March 1. The stock of merchandise, valued at \$7,000, is partially covered by insurance. There were several cars of hay and grain in the warehouse, quantities of farm tools and several tons of guano. Total loss, \$10,000, with about \$3,500 insurance.

Fire of unknown origin on February 10 entailed loss of \$15,000 on four-story feed warehouse of Beaton Bros., at Fifty-seventh Street and Gray's Avenue, Philadelphia, Pa. The firemen were greatly handicapped by scarcity of fire-plugs in the vicinity. Fully 1,000 tons of bran, 250 bales of hay and immense quantities of feed were consumed.

The grain barge "Ella Green," owned by Capt. L. J. Holmes of Pennsgrove, N. J., sank recently in the Delaware River off New Castle, Del. The barge, which contains 8,000 bushels of corn, had been ice bound for several weeks. A thaw caused the ice to drop and pull the oakum from the seams of the boat, permitting the water to flood her.

A large warehouse at Petersburg, Tenn., belonging to Cummings & Bledsoe, crumbled to the ground on February 22. The building is almost a complete wreck, the supports giving way under the strain of about 10,000 bushels of wheat, the property of the Valley Mill Company, and about ten carloads of corn in the ear. The grain is little damaged.

The 40,000-bushel elevator of the Sanger Grain Elevator Co. at North Fort Worth, Texas, burned at an early hour on the morning of February 12. The loss was \$20,000 and the insurance \$9,500. The house was a new one, having been in operation only a few weeks. It was partially filled with corn and wheat. C. H. Henderson is general manager of the company. We are informed that the plant will be rebuilt.

The Hayford Elevator at Seventy-fifth Street and the Grand Trunk tracks, Chicago, owned by George M. Marshall, was damaged by fire on the night of February 18, resulting in a loss of \$5,000 and the death of the watchman. A switching crew on the Belt Railroad discovered fire in a wooden annex at the rear of the house, and going to the front of the structure, in which the office was located, heard cries for help and a sound of someone within beating on the door. An effort was made to break open the door, but it refused to yield. When the fire department reached the elevator it was found there was no water within 6,500 feet of it. Nothing but chemicals could be used. With them attention was turned to the main building, which stood at some distance from the burning annex. The larger structure was saved. It is supposed the watchman entered the annex at the beginning of the fire through a rear door. He proceeded to the front of the building and then found his retreat cut off by the flames. In the smoke and in his excitement he was unable to locate the windows, and could only beat at the barred door and cry out to the men he heard on the tracks. The body, burned beyond recognition, was found in the ruins.

The Union Elevator at Council Bluffs, Iowa, owned by the Union Elevator Co. and under lease to the Trans-Mississippi Grain Co., was totally destroyed by fire on the night of March 6, together with about 300,000 bushels of grain, mostly corn, which was stored in the building. The fire started from a hot journal. A. G. Decker, the night watchman, discovered that the journal was blazing about 11:30 and threw water on the flames, extinguishing them. Fifteen minutes later he returned to the place and found that the fire had again broken out, this time extending to the woodwork. It was already too far under way for one man to cope with it, and Decker ran to the nearest telephone to turn in an alarm. In the meantime, the fire made rapid progress. It was discovered in the southeast corner of the building, and that portion was soon a mass of flames. In half an hour's time the south end of the elevator was a seething furnace, tongues of flame shooting up to the height of 80 to 100 feet, which lighted up the territory all around for a mile and a half. The entire building was seen to be doomed from the first, the nature of its construction preventing anything like effective fire fighting, while the inflammable contents also promoted the destructive work. The fire department

had a long run to make and did not arrive in time to do any effective work, so far as the elevator was concerned. The loss on the building is estimated at \$75,000, and on the grain at about \$125,000. On the former there was \$56,000 insurance, and the grain was fully insured. The elevator will probably be rebuilt.

The elevator at Tower Hill, Ill., owned by Barton & Price, was entirely destroyed by fire at an early hour on the morning of February 12. When the fire was discovered it was beyond control and the house and contents were totally destroyed. The elevator and machinery were valued at \$5,000 and were insured for \$2,400. Bullington & Clegg, who formerly owned the house, had about 7,000 bushels of oats stored in it. These were insured for \$2,000. The plant was purchased a few months ago by Messrs. Barton & Price. Mr. Barton lives at Lakewood and Mr. Price's home is at Louisville, Ky. It is said that the plant will be rebuilt. It is believed that the fire was of incendiary origin.

SEEDS

The L. D. McMillan Seed Co. has opened a new seed house at 23 South Broad Street, Atlanta, Ga.

It is reported that a petition in bankruptcy has been filed against the Carey Seed Co. of Dayton, Ohio.

The seed store of Mace & Mansfield at Greenville, Ohio, was damaged by fire which originated in an adjoining building, on February 25.

The Planters Seed Co. has opened a wholesale and retail establishment at Springfield, Mo. John T. Stinson is president; Henry Scholten, vice-president, and F. W. Mass, secretary.

The large seed warehouse of the Cockley Milling Co. at Lexington, Ohio, was destroyed by fire on February 5. About 6,000 bushels of timothy seed, 3,000 bushels of oats, 500 barrels of flour and several hundred bushels of clover seed were burned. The first started in the roof of the building and is supposed to have been caused by sparks from a passing locomotive. The loss is \$22,000, with \$16,000 insurance. The insurance on the plant was \$10,900. The warehouse will be rebuilt.

F. E. Winans, seed and grain merchant, Chicago, reports, March 12: Delivery on March contracts of timothy seed were very free and are about completed. There has been some advance in prime contract seed, March timothy now holding around \$3.05 per cental. There has been a corresponding advance in cash seed and the arrivals have shown some increase. The advance in prices is well maintained. The future of this market will depend to quite an extent upon the character of the Eastern demand from now on.

The farm crops department of the Iowa State Agricultural Department has asked farmers of the state to send in samples of their seed corn in order that its germinating qualities may be tested. It is stated that "much of the corn entered for premiums at corn shows and farmer's institutions has proven, on close examination, to be badly injured by freezing, and consequently is very low in vitality. The past three unfavorable seasons have greatly reduced the germinating power of our corn and unless unusual precautions are taken with the seed intended for planting this spring there will be a poor stand and a proportionately low yield."

The London Corn Trade Circular of February 6 says of clover seed: "The new seed has come out with such a rush as to fairly overwhelm the high-frown ideas of the growers and carried them to reason, so far as values are concerned. A big trade is now doing at the reasonable prices ruling, which is as it should be. English seed has this season a big hole to fill, taking as it does the place of American, Canadian, French and German, usually imported here, but this year conspicuous by their absence. Furthermore, as stocks carried over from the highest to the lowest were nil, there is room for all qualities of the new seed, and, as the bulk of the crop seems to be medium and low, or rather 'weathered' grades, there is room for a good steady business. The prices of these are far and away cheaper than any foreign reds likely to compete. Of course, in growing districts a large retail trade cannot be looked for when the actual demand is on, but, after all, these districts are fairly restricted in comparison to the many other counties which must do their usual sowing. As already advised, bright colored seeds are now comparatively scarce, but as the prices for this quality are fairly high, the demand may be somewhat limited, and there will be enough to go round. American and Canadian still keep completely out of the running, while French, Bohemian and Russian are quite beyond our ideas. Germany is quiet for the

present, but with the actual consumptive demand setting in we quite anticipate her getting over her bilious attack and taking the continental market in hand once more. So far the trade has been entirely wholesale; the retail demand should, however, very shortly open. There are no further developments in alsike."

IN THE COURTS

The criminal trial of W. H. Harroun at Kansas City has been postponed until April 27.

John B. Eaton, a grain dealer of Westerly, R. I., filed a petition in bankruptcy at Providence on February 21; liabilities, \$17,987.06; assets, \$13,354.16.

In the action in assumpsit at Pontiac, Ill., of J. G. Lyons against the Hammond Elevator Co., the jury awarded the plaintiff a verdict of \$1,580.40 on February 23.

The Miami Grain Co. at Dayton, Ohio, has sued Seblentz & Sons of Yellow Springs for \$164.94, alleged to be due owing to shortage of grain sold by defendants.

The creditors on March 1 filed a petition in involuntary bankruptcy at Cincinnati against the Carney Seed Company of Dayton, Ohio; liabilities, \$12,000; assets, \$10,000.

The Interstate Commerce Commission on March 2 announced its decision in the case of the Richmond Elevator Company against the Pere Marquette Company. It was that in furnishing cars the carrier unjustly discriminated against the complainant, which desired to ship bay from various points in Michigan, but that proof fails to indicate the damage caused and the amount the complainant is entitled to recover.

J. C. Robinson & Co., seed dealers of Waterloo, Neb., made a contract with one Strickland, a farmer, to furnish them with a certain quantity and quality of seed corn at \$1.25 per cwt. By the time the crop was harvested, that quality of seed was worth \$7 per cwt., and Strickland sold to another dealer at that amount. When suit was brought on the contract, Strickland defended by holding the contract void because when it was executed the crop did not exist. The Supreme Court has just said that such defense is good law in Nebraska.

The North Dakota Supreme Court has affirmed a judgment of \$9,000 against the Coe Commission Co. in the suit of Beidler & Robinson Lumber Co. The Lumber Company had brought an action against the Coe Company to recover nearly \$9,000, claiming that F. H. Carter, agent for the company at Casselton, had lost it in a series of gambling transactions. The jury returned a verdict for the Commission Company, but the trial judge granted a motion for a judgment for the Lumber Company notwithstanding the verdict of the jury. The Coe Company appealed and the Supreme Court affirms the motion of the court in setting aside the verdict for the defendant, practically giving the Lumber Company a judgment for \$8,667.75.

The action of the American Trust and Savings Bank of Chicago against Henderson Woods of Magnon, Ill., was to recover \$250 on a note given to the Weare Grain Co. as margins on a trade in grain options. The jury gave the Trust Company a verdict for \$269.46, the face of the note and interest. The maker of the note pleaded gambling transaction; and it appeared in the evidence that the Weares admitted a debt of \$2,000 due from them to Woods when they went into bankruptcy, and that Woods had paid them \$1,650 in addition to the note, but these latter matters of evidence were excluded. It appeared from the evidence that while the Weares were nominally members of the Chicago Board of Trade at the time of the trades, they were actually under suspension. The trial court evidently held the trades legitimate.

The Minnesota Supreme Court has affirmed the verdict of a jury at Minneapolis in Bibb Broom Corn Co. against the A. T. & S. Fe Ry. Co. The Bibb Company had lost a carload of broom corn in the flood at Kansas City in June, 1903. The brush was in the hands of the Railway Company to be transferred to the C. G. W. Ry., but this was not done. The Bibb Company alleged the Railway Company had had ample warning of the approaching flood. Justice Brown, in the decision of the court, said: "It is the duty of a common carrier to whom goods are delivered for transportation to forward them promptly and without unreasonable delay to their destination. If he fails to do so, and negligently and carelessly delays the shipment, and the goods are overtaken in transit and damaged by an act of God, which would not have caused the damage had there been no delay, he is liable, even though the act of God could not reasonably have been anticipated. The negligence and unreasonable delay is

such approximate or concurring cause as renders a carrier liable. This rule applies whether the goods in their nature are perishable or non-perishable." [Another decision to similar effect appears in the department of Court Decisions.]

Cornelius Hanlon, a minor, has sued W. S. Fifield & Co., hay and grain dealers at Providence, R. I. The boy was thrown from one of the defendants' wagons, upon which he claims he had been invited to ride, and was injured.

The appeal of W. T. Gibbons, a grain dealer at Winnipeg, who alleged that T. H. Metcalf (the defendant) and others had conspired to boycott him and destroy his business, was dismissed by the chief justice on March 3. The court held: "The defendants did combine and agree together not to deal with the plaintiff and other parties who refused to comply with the rules adopted by the Grain Exchange in respect to the purchase and sale of grain; the plaintiff's business was damaged in respect of said combine; it was not sufficiently proven that the defendants had attempted to induce other persons, firms or corporations, to refrain from dealing with the plaintiff; the defendants in so doing were not actuated by any malicious feeling towards the plaintiff, but solely by the desire to serve the business interests of themselves and those for whom they were acting, and of the members of the Grain Exchange generally, and for the protection of the market created under the rules of the said Grain Exchange. On these facts the learned judge held, under the authorities, that the object aimed at and carried out by the defendants was not unlawful and did not give the plaintiff a cause of action against them. The Court of Appeals now holds that the combine was not an unlawful one, and the appeal was dismissed with costs.

FLAXSEED

The Holland Linseed Oil Co. of Chicago, has increased its capital stock from \$2,000 to \$20,000.

Imports of flaxseed for the month of January amounted to 4,269 bushels, valued at \$4,796, as compared with 976 bushels, valued at \$1,289, for the preceding January. The total imports for the seven months ending with January aggregated 88,939 bushels, valued at \$77,880, as compared with 5,314 bushels, valued at \$6,633 for the seven months ending with the preceding January.

Under date of March 5, the Duluth Trade News says: "Flax has taken but one course lately and that is upward, with values showing an advance since of the first of February of 13½c. The stronger tone abroad was evidently the chief factor in shorts running to cover, and as the market was buoyant and light offerings prices were pushed up rapidly to get the seed. While the large interest showed no apparent activity except in getting the cash stuff they were nevertheless understood to be the sellers at all high spot. Market is strong at all times and the outside buying interest is pretty active at all halting stages. Receipts which have run awfully low are looked for to increase shortly."

A New York correspondent in a letter to the Minneapolis Commercial Record says: "The reports cabled from Europe are to the effect that in two of the Indian provinces that raised about 60 per cent of last year's linseed crop the present maturing crop has suffered a damage of about 50 per cent. If that proves to be a fact it means either a total loss or else damage to some six or seven million bushels of linseed. Europe cables to-day that these reports are practically confirmed and that the unprecedented sharp advance in European markets of this week are due to crop damage and the rush to cover of the short sellers. Evidently many Europeans were holding off from making purchases, in the belief that linseed would be cheaper than it has been thus far this season."

Beerbohn says, under date of February 17: "Cables have been received this week from private sources reducing the estimate of the Argentine linseed crop, and the mail advices just received also point to the thrashing results being disappointing, as compared with the previous crop; this refers more to the Santa Fe and Cordoba districts, which, last year, according to the final official estimate received this week, produced 56 per cent of total yield. At the same time it is confirmed that the quality is very good. According to this final estimate the total yield amounted to 888,607 tons, against 763,976 tons in 1902-1903 and 365,035 tons 1901-1902. As the exports in 1904 amounted to 913,000 tons, a good proportion of the early shipments last year must have consisted of old seed, and this is borne out by the fact that, out of a crop of 763,976 tons in 1902-1903, only 623,000 tons were shipped in the succeeding 12 months. In 1904 the

Argentine exported 913,000 tons and India 515,000 tons, and if the shortage in the Indian crop should prove to be about 15 per cent, the total supplies available from the two countries for 1905 would be about 300,000 tons less than in 1904, but would still be larger than in any previous year."

During January one bushel of flaxseed, valued at \$4, was exported, as compared with 25,191 bushels, valued at \$25,944, exported during the preceding January. For the seven months ending with January the total exports of flaxseed amounted to 1,043 bushels, valued at \$1,387, as compared with 757,966 bushels, valued at \$820,192, exported during the seven months ending with the preceding January.

BARLEY AND MALT

In some parts of California barley is said to be heading out.

Recent rains are reported to have damaged the barley crop in portions of California.

It is reported that the Russell-Miller (Grand Republic) Mill at Superior, Wis., which was recently sold, will be converted into a malting plant.

Barley is now being stored in the elevator of the large malting plant which the Winona Malting Co. is completing at Winona, Minn. Work on the plant was started last summer and is nearly completed.

By the close of the season 50,000 sacks of barley will have been converted into malt by the malting plant of Jacob Wenhard at Dayton, Wash. The total product will amount to 4,675,000 pounds, valued at \$93,500.

The Kunz Malting Co. has been incorporated at St. Louis, Mo., with a capital stock of \$30,000, to purchase and operate the malting business of Henry Kunz. The incorporators are Henry Kunz, Harry Kunz and Leo Rassieur.

The Canada Malting Co. of Toronto has arranged to build a plant at Winnipeg this season. A 15,000-bushel elevator and a malt house of corresponding proportions will be put up, the industry to give employment to between 75 and 100 men. The site is on the Canadian Pacific.

The Commercial Record says that in addition to the 8,000 tons of feed barley recently bought in Minneapolis to go presumably to Japan, it is reported that buyers have lately been in the market for 10,000 tons more. The grain is bought f. o. b. Minneapolis, the buyers providing transportation, both by rail and water. Seattle and Tacoma have been the ports by which most of the grain has gone to the Orient.

Last month a rather sensational story originated in Minneapolis to the effect that the brewing and malting interests of Milwaukee were actively interested in a project to greatly extend the barley territory of the Northwest. One of the Milwaukee brewers whose name was mentioned in connection with the alleged plan states that the report is false. The fact that samples of foreign barleys are being experimented with in the Northwest, as reported in these columns, is probably responsible for the story.

Advices from Walla Walla, Wash., state that feed dealers are becoming alarmed over the scarcity of feed barley in the county. Feed is quoted at \$23.50 a ton in large lots and will reach \$25 a ton within a short time. Corn has heretofore been in competition with rolled barley, but as it cannot be laid down at Walla Walla for less than \$21 a ton unchopped, there is little being used for feed. At some country points barley is quoted at reasonable rates, but after paying carrying charges and the cost of chopping there is little profit left for the dealer.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
January, 1904	8,827	\$ 4,106	
January, 1905	6	9	
Seven mo. end. Jan., 1904.....	74,284	36,670	
Seven mo. end. Jan., 1905.....	64,922	31,454	
Exports—			
January, 1904	400,725	235,648	
January, 1905	1,104,028	595,278	
Seven mo. end. Jan., 1904.....	8,719,719	5,056,766	
Seven mo. end. Jan., 1905.....	7,026,643	3,684,413	
BARLEY MALT.			
Exports—			
January, 1904	29,658	22,001	
January, 1905	17,900	11,948	
Seven mo. end. Jan., 1904.....	221,080	161,916	
Seven mo. end. Jan., 1905.....	234,489	167,604	

PERSONAL

James C. Smick is again in charge of the Cole Elevator at Bushnell, Ill.

J. M. Sadler has become manager for the Western Elevator Co. at Volin, S. D.

W. J. Long is now looking after the interests of the Neoli Grain Co. at Harmon, Ill.

E. McCann, of the McCann Grain Co., Western, Neb., has removed to Lincoln, Neb.

Alfred Brigham has become manager for the Cutler Grain Co. at West Brookfield, Mass.

E. W. Ball, a grain dealer of Rushville, Ind., is reported alarmingly ill with appendicitis.

Daniel Graham is now floor manager at the Taylor Grain Co.'s elevator in Montmorenci, Ill.

O. Tessum has taken charge of the Hanson & Barzen Milling Co.'s elevator at New Folden, Minn.

M. J. Hawley, formerly at Tyler, Minn., has taken charge of the Winona Malting Co.'s elevator at Winona, Minn.

Ed. Foss has taken charge of the Miller Elevator at Christine, N. D. P. A. Hoyem, who formerly managed the house, has become a farmer.

Chas. P. Downing, who has been with the Neola Elevator Co. at Ute, Iowa, will give up his position on April 1 to engage in stock raising.

N. M. Becker has resigned as manager at Geneva, Neb., for the Trans-Mississippi Grain Co. He is succeeded by S. G. Manning, the former manager.

D. S. McLeod of Pembina, N. D., has been engaged to run the Peavey Elevator at Forest River, S. D. He will not move his family to Forest River just now.

C. D. Hays, who has been engineer for the Huron Roller Milling Co., Huron, S. D., has removed to Laurel, Neb., where he will buy grain for the Nebraska Elevator Co.

O. W. McKinstry, who is in the grain business at Minto, Man., and who has been ill in a hospital at Winnipeg for some weeks, has recovered sufficiently to return home.

A. Frohlich, for three years agent at Bancroft, S. D., for the Northwestern Elevator Co., has taken charge of the company's house at Willow Lake, S. D. He is succeeded at Bancroft by a brother.

Foster R. Paige, until recently manager for the Carl Hicks Lumber Co. of Fargo, N. D., has been engaged to look after the interests of the Cummings Grain Commission Co. in Fargo and Moorhead, Minn.

T. F. Marnane, proprietor of a hay and grain store at Salt Lake City, Utah, for the past seven years, has recently sold his business to J. J. Harvey and has gone to Ireland to settle up his father's estate.

Cyrus S. Coup, treasurer of the Northwestern Elevator and Milling Co., Toledo, Ohio, who has been confined to his home by a severe illness, has recovered and again made his appearance on 'Change in that city.

Anton Hynden has resigned his position with E. A. Brown, the grain dealer at Hills, Minn., being succeeded by G. O. Blagen. The latter has been agent at Hills for the Atlas Elevator Co., whose house there has been shut down until next fall.

Stephen A. Hendree of Bushnell, Ill., who has elevators at Bushnell, Epperson, Adair, Table Grove, Walnut Grove, Youngstown, Swan Creek, Roseville, Bardolph, and other places, was quietly married to Mrs. Emma T. Ball of Peoria, at the Palmer House, Chicago, on February 14. Mr. Hendree is a millionaire and is 74 years old. His bride is 45.

H. Yoeman has handed in his resignation as manager of the grain warehouse at Galesville, Wis., after holding the position for 23 years. Mr. Yoeman was with J. B. Canterbury when the warehouse first opened, and after the La Crosse man failed operated the house on his own account. When the Northern Grain Co. bought the elevator he was retained. Mr. Yoeman has not given out his plans for the future.

Harry Rentz, manager of the Morrison & Thompson Elevator Co. at Malinta, Ohio, was held up and robbed by two masked men on the night of March 4. One of the desperadoes, with a revolver in each hand, covered him, while the other went through his pockets in search of valuables, which consisted of a gold watch and over \$500 in money. After they had secured all he possessed they beat him on the head with a club until he was insensible, from which he did not recover to give the alarm until the next day.

TRANSPORTATION

Cincinnati grain men are after better rates to the Southwest to meet competition on grain carried by the I. C. Southern and L. & N. via Memphis.

Reduced rates on grain from Kansas City to Texas, Arkansas and Louisiana points, which went into effect on February 17, were restored on March 6. New differentials favorable to Kansas City are, however, in force.

Farmers are making an effort to induce the Dakota Central Railroad Co. to extend its line from Colton to Brookings by the way of Fremont Township in Moody County, South Dakota. It is probable that this will be done.

The car situation, both East and West, is improving and it is reported that cars for loading corn are liable to be more plentiful in the West in a few days. The good weather has enabled the roads to catch up with old business.

Last month the 'Frisco announced a reduction of 3 cents from Memphis to the Carolinas on grain originating west of Kansas City. The Louisville & Nashville and the Southern both agreed to meet the cut, effective February 28.

The Texas railroad commission on February 25 put in force an emergency rate of 5 cents per hundred pounds on bran in car lots between points in Texas. This rate is to offset alleged discrimination against Texas millers in the rates on bran from interstate points.

The approval of Congress of the bill appropriating \$1,250,000 for deepening the channel through which ships must pass to reach the elevators and piers in the harbor of Baltimore is expected to increase the importance of that port in the export grain trade. A 35-foot channel will enable any of the large ocean-going vessels to load at Baltimore.

Partially with the idea of providing additional facilities for handling its grain traffic after the opening of navigation the directors of B. & O. have authorized the expenditure of between \$12,000,000 and \$13,000,000 for new rolling stock. Two hundred and fifty locomotives and several thousand cars, including 2,000 80,000-pound box cars, have been ordered.

In order to facilitate the reconsignment of cars of grain by the Buffalo grain dealers, the Canada Southern fast freight line will operate through Buffalo over the Pennsylvania instead of over the New York Central. The Michigan Central will deliver the line shipments to the Pennsylvania at Black Rock instead of to the New York Central at Suspension Bridge.

A dispatch from Manistee, Mich., dated March 2, stated that the Manistee Salt Transportation Co. had contracted to carry 2,000,000 bushels of grain across Lake Michigan. The grain will be loaded on the steamers at Milwaukee and Manitowoc and discharged at Ludington. The Pere Marquette Railroad is the contracting party and was unable to handle the grain by rail, owing to the car shortage.

It has been reported that the Chicago, Milwaukee & St. Paul has acquired trackage rights which will permit it to haul its cars over the Kansas City Southern and Southern Pacific to New Orleans. This report is probably due to the fact that Geo. B. French, general agent of the C., M. & St. P., has been in New Orleans recently in consultation with Secretary Mueller, of the New Orleans Board of Trade.

The Illinois Central has made a new rate on Illinois corn for export. The schedule went into effect March 7, and the same basis will be used by the Alton from Illinois points on their line, effective March 9. The Illinois Central rates are 15c to Baltimore from 100 per cent points, or as far south as Kankakee, with the $\frac{1}{2}$ c differential to Philadelphia, and $1\frac{1}{2}$ c to New York; $16\frac{1}{2}$ c to Baltimore from 110 per cent points, or from Lincoln and Decatur, and $17\frac{1}{2}$ c south of Decatur.

Now that the railroads have come to an understanding over rates vessel agents at Chicago are taking a more hopeful view of the situation. With a rail rate of 13 cents on corn from Omaha to New York there was nothing doing in grain charters to hold grain until the opening of navigation. It is now believed, however, that there may be a fair amount of corn to go forward by lake when the season opens. The first corn to be placed for lake shipment from Chicago has been covered at 2 cents from Chicago to Buffalo. The charter covers about 140,000 bushels, which will go on board the steamer P. J. Ralph and the barges Harold and Connolly Bros. of the Chadwick fleet. It is said that another steamer of 75,000 capacity has been placed at the same rate. It is also stated that one vessel has been chartered from Duluth to Buffalo at $2\frac{1}{2}$ cents and one from Duluth to Cleveland at the same

rate. Advices from the head of the lakes indicate that navigation will probably open early. On March 1 the ice conditions in Lake Superior were promising.

The Marine Review states that cars for all-rail shipments of flour and grain from the head of the lakes are hard to get; indeed some of the roads report what is virtually a car famine. The Northern Pacific and Great Northern roads are moving from the head of the lakes about 300 cars a day of coal alone and shippers are in trouble to get rolling stock that can be moved off the road's own lines. The shipments of wheat would be considerably larger now if there were cars, and one lot of about 30,000 bushels was lately held up at Duluth on that account.

The Illinois railroad and warehouse commission will reopen the hearing of the freight rate case, which was instituted May 5, 1902, and which has never been decided. The proceeding contemplates a revision of the schedule of maximum rates fixed by the commission, together with a reclassification of the commodities transported in the state of Illinois. When the case was commenced, nearly three years ago, a number of Illinois towns and cities were complainants, but since that time the railroads have made concessions to a number of points, so that of the original list only Decatur, Springfield and Bloomington remain. However, a number of points not covered by the original case have made complaints and the hearing promises to be an important one.

In railroad circles it is believed that the Grand Trunk will not assume control of the Canada Atlantic system before June or July. There was talk a year or so ago of the Canada Atlantic Co. increasing the elevator accommodation at Depot Harbor. This move, however, will not be considered by the Grand Trunk, which has its own elevator at Montreal, and will thus be in a good position to take care of its grain business. It is believed that with the acquirement of the Canada Atlantic system and its fleet of boats, and elevators at Depot Harbor, the Grand Trunk will concentrate its grain carrying business as far as possible at that port. In doing so it will have a direct line to the seaboard. At present grain in large quantities is being handled over the Midland division, but this is a roundabout way, and hence not as desirable as the Canada Atlantic through route.

The Gulf lines and the Chicago lines got together on March 3 and agreed to stop the grain rate war. On April 1 the rates will be restored to practically the same basis that existed prior to December 29, when the Missouri Pacific began the war. As the matter now stands, the rates a hundred pounds on export corn and oats on and after April 1 will be as follows:

Omaha to gulf ports.....	18 cents
Kansas City to gulf ports.....	17 cents
Omaha and Kansas City to Baltimore....	$22\frac{1}{2}$ cents
Omaha and Kansas City to New York....	$23\frac{1}{2}$ cents

Chicago will be the basing point instead of the Mississippi River. The eastern rate will be f. o. b. vessel, saving the loading charge of $\frac{3}{4}$ cent. The opening gun in the war was fired by the Missouri Pacific Railway, December 29, with a rate of 27.5 cents to Belfast, 28.33 cents to Copenhagen, and equally low rates to other European ports, covering about 1,000,000 bushels. On January 28 the Missouri, Kansas & Texas made a rate of $12\frac{1}{2}$ cents a hundred pounds from Kansas City to Galveston. The other gulf lines followed with a rate of $13\frac{1}{2}$ cents from Omaha. The Chicago lines met the cut on January 30, by fixing a rate on corn from Omaha to Baltimore at 17 cents a hundred pounds, with the usual differential to Philadelphia and New York. The fight continued until nearly the middle of February, when rates to gulf ports were reduced to 9 and 10 cents from Kansas City and Omaha respectively, and the Chicago roads were carrying export grain from the same cities to Baltimore for $11\frac{1}{2}$ cents. These are the rates which will continue until April 1.

WHERE BARLEY IS FED.

The use of barley as a feed for animals has been confined principally to the Pacific slope in America, where corn and oats are not successfully raised. Its value, however, is becoming apparent to the farmers of the Middle West, where corn and oats are not a very sure crop; and undoubtedly the use of barley as a feed will become more common in the near future as its value and special advantages become better known.

A reference to the table of digestible nutrients shows that it is somewhat lower in digestible protein than oats and somewhat higher than corn; in digestible carbohydrates it falls slightly below corn, but exceeds oats. It carries less oil and fat than either oats or corn. By many, barley is regarded as one of the best cereals for feeding horses, and this grain on the Pacific slope constitutes almost the sole feed for horses. In Europe and Denmark, especially, barley and oats ground

together constitute the chief grain ration for dairy cows. As a feed for the production of the best quality of pork it is also regarded very highly by European feeders, it being generally accepted that barley produces a higher grade of pork than corn. At American experiment stations, barley has been compared with corn and found to be somewhat less valuable, although the difference is not very great.

LATE PATENTS

Issued on February 14, 1905.

Grain Elevator and Weigher.—Chester Bradford, Indianapolis, Ind. Filed April 30, 1904. No. 782,642. See cut.

Issued on February 21, 1905.

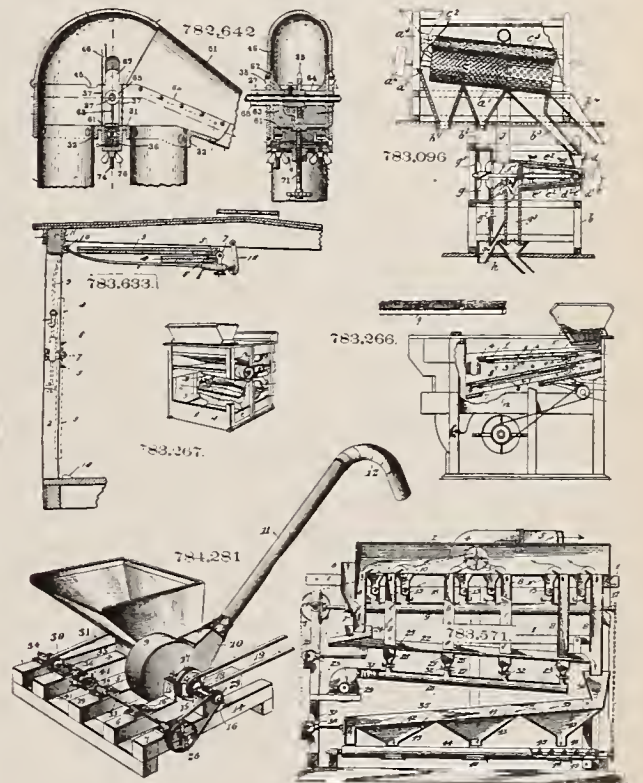
Grain Scouring Apparatus.—William J. Booth, Park Works, Congleton, England. Filed Feb. 17, 1904. No. 783,096. See cut.

Screen Brush.—Jonathan Harris, Cleveland, Ohio. Filed Oct. 15, 1904. No. 783,266. See cut.

Blast Controlling Device for Seed Cleaners.—Jonathan Harris, Cleveland, Ohio. Filed Oct. 15, 1904. No. 783,267. See cut.

Issued on February 28, 1905.

Cleaning and Separating Machine.—Charles Fricke, San Francisco, Cal., assignor of one-half to Oscar T. Weber, San Francisco, Cal. Filed May 29, 1903. No. 783,571. See cut.



Grain Door for Cars.—Frederick Hachmann, St. Paul, Minn., assignor to Brainerd S. Griffin, St. Paul, Minn. Filed Dec. 21, 1903. No. 783,633. See cut.

Grain Cleaning Device.—James R. Harrison and Charles F. Clements, assignors to Hart Grain Weigher Co., Peoria, Ill. Filed Feb. 18, 1904. No. 783,742.

Conveyor.—Charles H. Anderson, Chicago, Ill. Filed Jan. 21, 1904. No. 783,771.

Issued on March 7, 1905.

Portable Grain Dump and Elevator.—John Locke, Meadows, Ill. Filed May 27, 1904. No. 784,180.

Pneumatic Grain Elevator.—Frank Schacht, Limespring, Iowa. Filed Feb. 17, 1903. No. 784,281. See cut.

Speaking on the general topic of reciprocity with Canada, at a recent meeting of the Six O'clock Club of Minneapolis, J. L. McCaull, of the McCaull-Dinsmore Co., said that from his point of view, as a practical grain man, the introduction of Canadian wheat and the mixing of it in the mills with American wheat is calculated to raise the price of American wheat, because, by that mixing, a better grade of flour can be produced than could be obtained through the use of Northwestern wheat by itself. In fact, this year much of the Northwestern wheat cannot be milled at all by itself; but, although grading low, it may be bought at a fair price by the miller if he is allowed to mix it with the better grades of Canada. Mr. McCaull offered this argument for the consideration of the farmers of the Northwest, not as a theory, but as a matter of actual experience.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

BAGS FOR SALE.

10,000 second-hand, 2-bushel grain bags, 10,000 140-pound export flour bags, 5,000 5-bushel oat bags. Cheap.

WILLIAM ROSS & CO., 57 So. Water St., Chicago, Ill.

KANSAS MILL FOR SALE OR TRADE.

Prefer to sell half interest. Capacity of mill, 150 barrels. Over 500,000 bushels of wheat bought at this station yearly. Prospect for coming crop, 100 per cent. Mill cost \$15,000; will sell half interest for \$5,000. Easy terms. Correspond with

JAMES SHEERAN, Solomon, Kan.

GRAIN AND SEEDS

WESTERN HEADQUARTERS

For Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices.

MISSOURI SEED CO., Kansas City, Mo.

OATS AND CORN.

For sale, 2,000 bushels of seed turf (winter) oats. Also 15,000 bushels white milling corn. Address

JOHN A. TYNER & CO., Nashville, Tenn.

FOR SALE.

Several cars of good No. 1 and No. 2 timothy hay and two cars No. 1 long rye straw; also No. 3 hay and oat straw. Address

SPENCER BILLINGTON, Fultonville, N. Y.

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Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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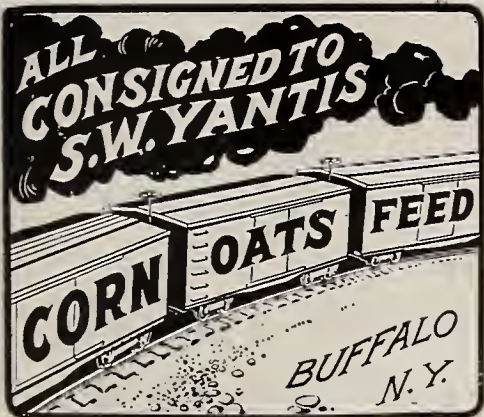
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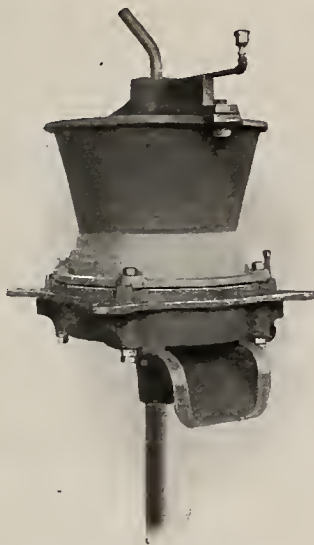
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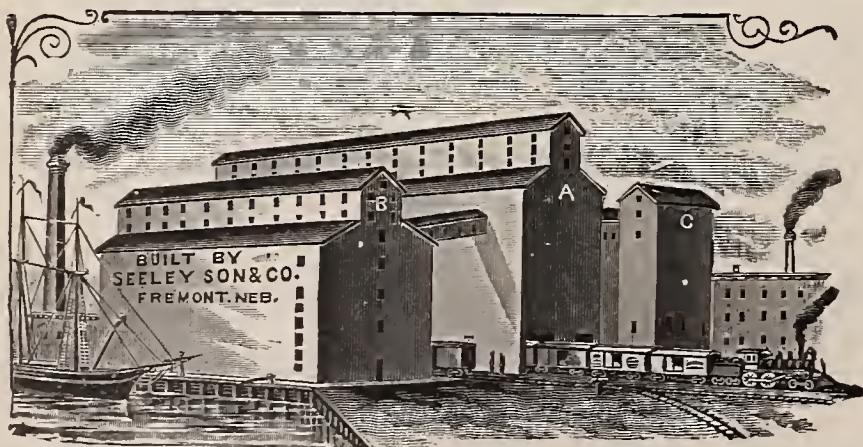
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North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
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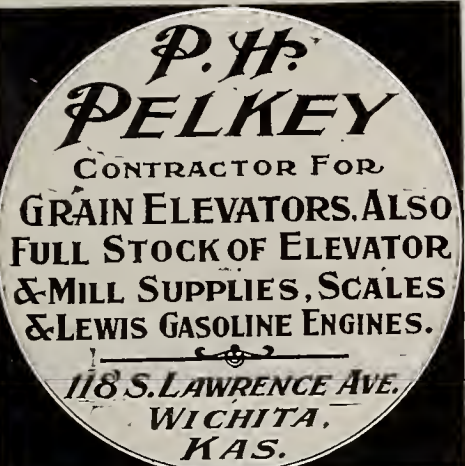
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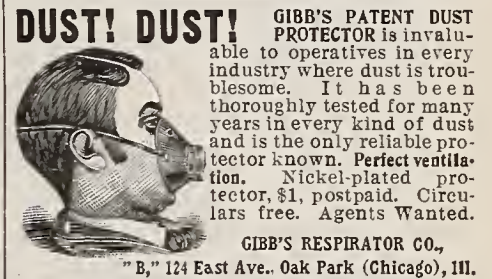
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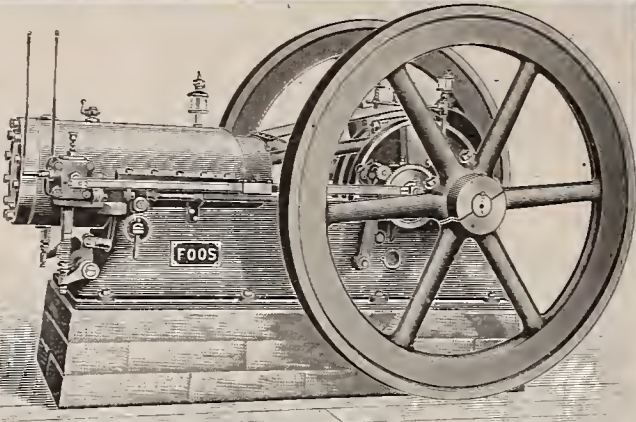
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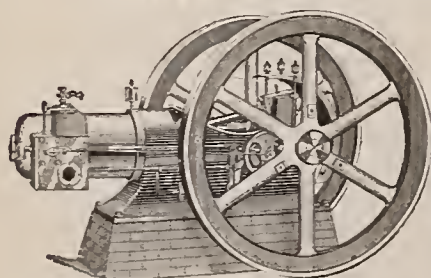
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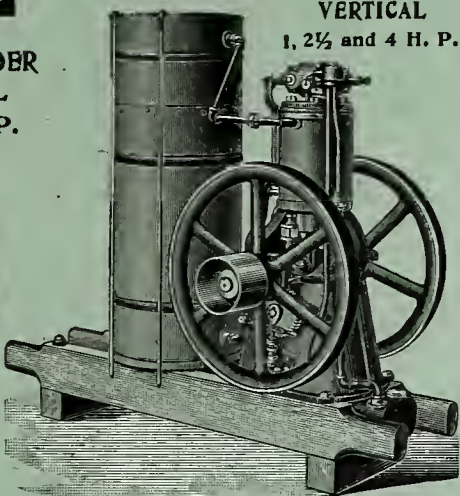
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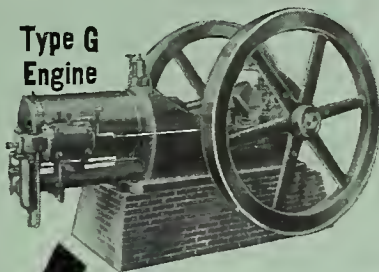


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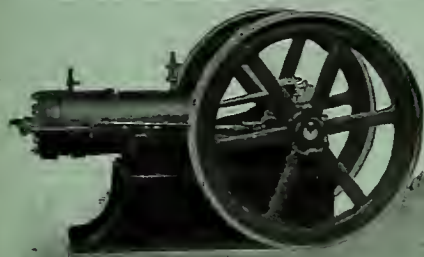
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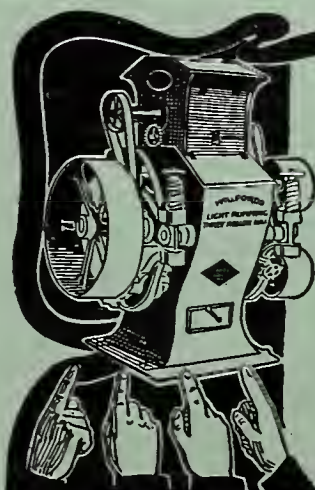
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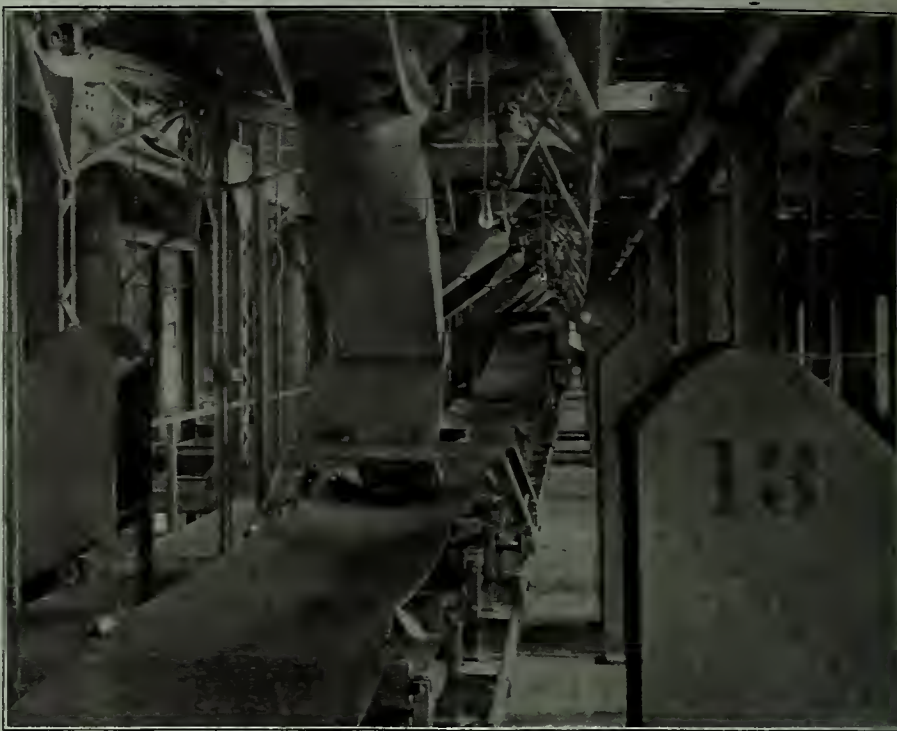
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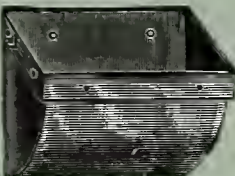
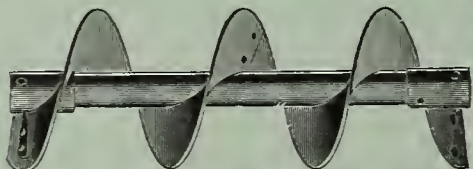
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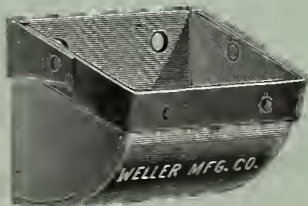
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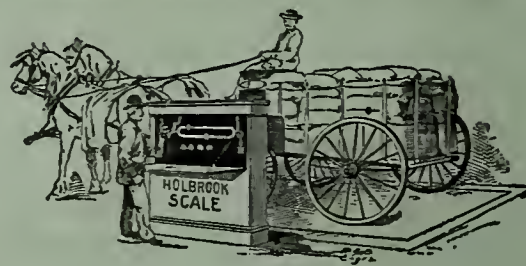
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